

Scale AVIATION Modeller International

15
REVIEWS
INSIDE

1/48
Ki-61 Hien
Scale Plans
by Len Whalley



Ki-61 Swallow

Kawasaki Ki-61-1 Hien
'Tony'

FREE
INSIDE



Part 4
16 page
guide

Colour profiles
by Jerry Boucher

Scaling Down
Building in 1/144 Pt 3

SAM PUBLICATIONS

Vol 13 Iss 4 April 2007 £3.95

9 771356 053095

04

Squadron

COMPETITION
1/48 Fulmar and
1/32 MS.406C.1
to be won!

- Whaling Walrus
- F-4D Skyray • Short Belfast
- Two-seat Cougar • OV-10 Bronco

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Published by **SAM Publications**
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 Telephone: +44 (0) 8707 333373
 Fax: +44 (0) 8707 333744
 Email: mail@sampublications.com

Use the above address for back issue orders, subscriptions, enquiries or book orders. Note that we cannot undertake research into specific or general aviation queries and that there may be some delays in responses from the contributors, as they are not based at the editorial address.

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SUBSCRIPTIONS

Cheques/Money Orders in Sterling only made payable to SAM Publications and sent to the address above. Major credit card payment accepted by telephone.
 Subscription Hotline: +44 (0) 8707 333373

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American subscribers can subscribe direct to Sam Publications or through
WISE OWL WORLDWIDE PUBLICATIONS
 5674 El Camino Real Suite D,
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 Tel: +1 (760) 603 9768 Fax: +1 (760) 603 9769
 Email: info@wiseowlmagazines.com
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 9am-5pm Pacific time, Mon-Fri
 VISA/Mastercard accepted
 Subscription rates: \$76 surface; \$92 air.

American shops and trade may obtain copies from
 Kalmbach Publishing Toll Free 1 800 558 1544

Canadian shops and trade may obtain copies from
 Gordon & Gotch Toll Free 1 800 438 5005

Scale Aviation Modeller International, Volume 13 Issue 4,
 April 2007 (ISSN 1356-0530) published monthly by:
 SAM Publications, 2221 Niagara Falls Blvd, Niagara Falls,
 NY, 14304-5709.

Periodicals postage pending: Niagara Falls, NY.
 US Postmaster: Send address corrections to:
 Scale Aviation Modeller International, PO Box 265,
 Williamsville, NY 14231



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AVIATION
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 International



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1/48 Classic Airframes

It's been another busy period for kit releases in the weeks prior to publication of this issue. Over 60 kits have found their way out of the factories, and while many of them will not appear on the shelves of your local Toymaster, they are all currently available to purchase.

Some, of course, will be old friends making a reappearance. Either way the industry looks to be in a very good state of health, and the chief beneficiaries of this are we modellers, for whom things have never looked better.

Of course all this new product has been stimulating the second-hand market, as modellers part with kits they 'really intended to build' in favour of new improved toolings of the same aircraft that they also 'really intend building'. Chief beneficiaries of this trend will be the kit collectors, to whom the hideous warped nightmares, brown decal sheets and deformed transparencies nestling in some 40-year-old boxes are of little relevance provided they are the correct ones.

Model shows are one of the best places to take advantage of all the dusty collections currently being unearthed from attics. It's always worth having a look at the boxes of jumble under the club stands, and now is a good time to find a bargain. It's also a good time to find SAMI's editorial staff, as Messrs Neil Robinson and Gary Hatcher will be out and about at more shows this season. Catch them — and buy them cups of tea and bacon rolls — at Doncaster AeroVenture on April 1, Hinckley on April 22, and at the Scottish Nationals in Perth on April 28-29.

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw March

- Mr Derouaux, Belgium – Kit
- Mr Kellaway, UK – Kit
- Mr Cox III, USA – Kit

Entry to the monthly prize draw is FREE to all subscribers.

Signals at Go!

SQUADRON

This month we include Part 4 of our new 12-part *World of Flight Aircraft Guide* giveaway, sponsored by Squadron MMD. This month's *Guide* is devoted to that perennial favourite of modellers, the Avro Lancaster.

The *Guide* has been compiled in conjunction with our readers' survey, and is intended as a guide to modelling the top 12 most popular aircraft types as voted by yourselves. Taking the form of a digest of currently available kits and accessories, and illustrated not only with samples of merchandise, but also one of a series of specially commissioned



features by modellers from 12 different nations, the *Guide* constitutes a distillation of all the best from SAMI's review pages with respect to the aircraft concerned.

Aimed at model builders, rather than collectors, each part will help the modeller to identify what is current in the marketplace, and given their association with all the best products around, across the whole spectrum of the hobby, we can't think of a better sponsor than Squadron with which to have it linked. ■

**Free next month – Part 5:
Fw 190**



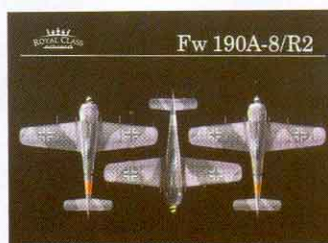
Royal Treatment

EDUARD

We are accustomed to extravagant packages from Eduard, but this month they seem to have raised the bar again with the release of the Royal Class packaging of their magnificent 1/48 Fw 190A-8 (#R0004/£99.99). This will come as in two editions, with two kits included. One of them will contain parts for the Fw 190A-8, the second one will bring something new – the set of parts for the famous armoured version, the Fw 190A-8/R2 *Sturmbock*.



This Royal release will be a bit different from the previous issues in the series. Firstly, the number of kits in the set is two instead of three, as was the



case with the I-16 and Fokker D.VII. The second difference is the added value bonuses. Eduard continue the tradition of including a medal, and this kit contains an exceptionally valuable one, the Knight's Cross, which will be a full-scale replica as with previous inclusions. Another interesting bonus will be a small piece of the original aircraft, measuring some 2 x 2 cm, from the airframe of the II.(Sturm)/JG 4 Fw 190A-8/R2, shot down on September 11 1944, over Czech territory. Markings for this aircraft (Yellow 8) are included among the decal options. The third bonus will be a publication describing a big air battle over Kovarska/Schmiedeberg, where this aircraft was shot down together with another 37 German and 18



USAAF aircraft.

The final bonus will be a selection of Eduard PE sets, similar to the BIG ED concept and included alongside the standard kit colour set. Thus there are eight extra sets – two each of 48-551 Fw 190A Landing Flaps, 48-555 Fw 190 Tools and Boxes, 48-556 Fw 190A-8, and FE-370 Fw 190A placards.

Hats off, as usual, to Eduard for this package.

Other releases due in April are the 1/144 Me 262A Dual Combo, the 1/72 Nieuport 17, and the Nieuport 16 in 1/48th. ■



Giving Up Smoking

RED ARROWS

Our hard-working and overburdened leaders are considering axing the Red Arrows to save money, despite the fact they don't cost us much in the grand scheme of things and bring nothing but pride and prestige to the UK. Readers who would like to see their taxes spent on red BAe Hawks rather than red tape are advised that the 10 Downing Street website has an online petition at <http://petitions.pm.gov.uk/SaveTheReds/>. Please sign it, and please pass information on to those you know who also care. ■



Communications Breakdown

LF MODELS

Japanese aviation fans will be delighted at the release by LF of the Lockheed Altair Japanese Communication aeroplane (#72080/£TBA). The kit is a 1/72 resin production, and depicts an aircraft apparently destroyed by a US bombing raid in Tokyo in 1944. Perhaps this could be the one to tempt Mr Peter Fearis out of retirement? ■



What a Bounder!

A MODEL

Although there is no indication that those Avro types in 1/144 are any nearer release, A Model have a treat soon in store for early rotor fans in the shape of a series of 1/72 injection moulded Piasecki Retrievers. Variants to come include the H-25A 'Army Mule' (#72147/ETBA), HUP-1 (#72136/ETBA) and HUP-2/3 (#72137/ETBA). This early '60s twin-rotor design has been much neglected by manufacturers, and A Model's kits will no doubt fill some gaps.

Also out soon is another of the company's Soviet giants, in the shape of

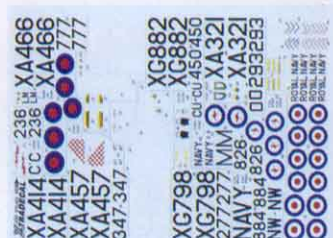


a 1/72 Myasischev M-50 (#01672/ETBA) – a Soviet prototype that never actually saw service, but which is spectacular enough to warrant further interest. It was said of the M-50 that "it was an outstanding failure, which revealed an embarrassing lack of understanding of the problems of high-speed flight". NATO gave it the reporting name *Bounder*. Let's build lots. ■

Great Xpectations

XTRADECAL

Gannet of the month award this time round goes to Hannants for the release of X72070, a decal sheet in 1/72 for the Gannet retailing at £6.95. Get a copy of the *Warpaint* book and get cracking! ■



Modelling Matters



by Gary Dickson

At a Glance

Our monthly digest of new arrivals and reissues landing on the shelves in the period prior to publication.



A Model	#72125	1/72	Messerschmitt Bf 109F-4	£9.99
A Model	#72145	1/72	P-59A/B	£10.30
Academy	#12206	1/48	F-14A 'Bombercat'	£19.99
Academy	#12210	1/48	CH-46A/D Vietnam	£34.99
AML	#72032	1/72	Macchi C.200 light bomber version	£12.99
AML	#72035	1/72	Avia S-199 'Sakeen'	£12.50
AZ Models	#72004	1/72	Breguet Br.14A2	£18.40
AZ Models	#72005	1/72	Breguet Br.14A2	£18.40
AZ Models	#72006	1/72	Breguet Br.14B	£18.40
AZ Models	#72007	1/72	Breguet Br.14A2/B	£18.40



Classic Airframe	#4109	1/48	DH Venom FB.1	£29.99
Czechmaster	#R5016	1/72	Albatros C.III	£18.99
Czechmaster	#5082	1/72	Pfaltz Dr.1	£16.99
Eduard	#2105	1/72	Spad XIII early Dual Combo	£13.50
Eduard	#4421	1/144	Me 262B Dual Combo	£5.60
Eduard	#8446	1/48	Roland C.II (Weekend series)	£7.50
F-rsin	#4451	1/144	Noratlant Air Algerie	£27.50
F-rsin	#4452	1/144	Noratlant U.A.T.	£27.50
F-rsin	#4453	1/144	Ilyushin Il-14 Interflug	£27.50
F-rsin	#4454	1/144	Ilyushin Il-14 Malev	£27.50



HR Model	#7360	1/72	Avia B-534/IV Bulgaria	£19.10
HR Model	#7361	1/72	Avia B-534/IV Slovakia	£19.10
HR Model	#7362	1/72	Avia B-534/IV Luftwaffe	£19.10
Italeri	#1252	1/72	Wellington Mk X	£10.99
Karaya	#72005	1/72	NAF N3N-3 'Yellow Peril' on wheels	£24.50
Karaya	#72006	1/72	NAF N3N-3 'Yellow Peril' on floats	£24.50
Kora	#4805	1/48	FFVS-J-22A	£53.60
Kora	#7233	1/72	Kokusai Ta-go	£27.50
Kora	#7281	1/72	Siebel Si 201	£30.50
Kora	#7293	1/72	Saab B-18A	£53.55
LF Models	#7231	1/72	P-40E Klimov	£27.50



MPM	#72542	1/72	Wellington Mk III	£20.99
MPM	#72544	1/72	Fokker D.XXI Danish version	£11.25

continued over...

NEW IN APRIL

continued...

Omega Models	#48009	1/48	Hansa Brandenburg CC.1 flying boat	£57.30
Omega Models	#72191	1/72	Fokker S.II	£34.50
Omega Models	#72241 C	1/72	Caudron C.60	£38.40



Omega Models	#72259	1/72	Caudron C.59	£38.40
Omega Models	#72280	1/72	Renard R-32 Hispano Suiza	£38.40
Omega Models	#72281	1/72	Renard R-32 Gnome	£38.40
Omega Models	#72285	1/72	Morane Saulnier H	£34.40
Omega Models	#72292	1/72	Mikoyan Ye-152A	£61.60
Omega Models	#72296	1/72	Morane Saulnier single seat trainer	£34.40
Planet Models	#16448	1/48	Westland Welkin Mk.I	£67.80
Planet Models	#19348	1/48	Fw 190V-118/U-1 'Kangau'	£42.85



Revell	#4133	1/72	P-51B Mustang III RAF	£3.50
Revell	#4309	1/72	De Havilland D.H.2	£2.99
Revell	#4391	1/72	Walrus Mk I flying boat/sea plane	£3.49
Revell	#4524	1/48	Spirit of St. Louis	£12.99
Revell	#4575	1/32	Hughes AH-64A Apache	£24.50
Revell	#4702	1/32	Messerschmitt Bf 109K-4	£19.99
Revell	#4712	1/32	D.H.82 Tiger Moth	£14.99
Revell	#4740	1/32	P-51B Mustang III RAF	£14.99



RVHP	#7178	1/72	Swearingen SA 226T Merlin IIIA	£45.99
RVHP	#7179	1/72	Swearingen SA 226T Merlin IIIA	£45.99
Smer	#R818	1/48	Fairey Swordfish Mk II	£5.50
Special Hobby	#H72136	1/72	Ju 87A Stuka 'Anton in Luftwaffe service'	£13.65
Sram	#57D	1/144	Avro 504K	£15.25
Sram	#59D	1/144	Nieuport 11	£10.70



Tamiya	#61097	1/48	Heinkel He 162 Salamander	£18.99
Trumpeter	#02225	1/32	Grumman F4F-3 Wildcat late version	£29.99
Trumpeter	#02414	1/24	Hawker Hurricane Mk I	£59.99
Valom	#72018	1/72	Yak-7B	£15.50
Valom	#72019	1/72	Yak-7V on skis	£15.50

Gratuitous Gannets

CLASSIC AIRFRAME

Coming Soon from Classic Airframe will be a reissue of their F-5B Freedom Fighter (#4133/ETBA), featuring decals for USAF, Brazil, and Philippines. Also still bubbling under are those 1/48 Fairey Gannets, a mention of which we include here purely to keep this issue's Gannet quota up to an acceptable norm. ■



Men at Work

HIGH PLANES

High Planes are another of those manufacturers whose eclectic output is both fascinating and important to the hobby as a whole. Several new releases are planned over the coming months, and a couple of new arrivals are worth a mention, particularly as they are not currently distributed in the UK, and readers will need to order them direct from High Planes.

All High Planes' releases are limited run injected kits. New arrivals to the catalogue include the Seafire IIc in two 1/72 boxings. Kit 7291 is the early version with markings for 807 and 834 Sqns while 7292, the late version with



clipped wings, features options for 807, 808 and 885 Sqns.

Following these will be two kits of Avon-engined Sabres. Both depict the aircraft with colourful markings for RAAF 2 OCU, and one is in 1/48 (#4808) and one to 1/72 (#7293).

The most recent issue in 1/144 is a US version of the T-33 (#14408), and we can look forward to a Canberra B.2 in the summer, with markings for three RAF squadrons – Nos 10, 73 and 109.

Details of price and availability, and a look at the full range of kits and decals, can be obtained via the website at www.hiplanes.dragnet.com.au ■

Unforgotten Falklands

Yeovilton

To mark the twenty-fifth anniversary of the Falklands War, the Fleet Air Arm Museum will open a new exhibition in April, dedicated to the servicemen and women who freed the Islands from hostile occupation. It is hoped that the exhibition will be opened by the BBC's Brian Hanrahan whose quote "I counted them all out and counted them all back" has become synonymous with the success of the campaign.

Says Veterans' Minister Derek Twigg "The Falklands campaign was one of the most memorable events in post-war British history. The liberation of the Islands was a huge achievement by our Forces, operating in harsh conditions 8,000 miles away from home".

Centrepieces of the new Falklands exhibition will be a Sea Harrier together with Wessex, Wasp and Lynx Helicopters. In addition to the four aircraft, the new exhibition will include



interactive audio visual displays featuring film footage taken during the war and personal accounts of some of the Fleet Air Arm participants.

To mark the anniversary of the end of the conflict on June 14, RNAS Yeovilton's Chaplain will commemorate the twelve service personnel from RNAS Yeovilton who lost their lives in the conflict. Twelve trees planted in their honour by the entrance to the air station in 1982 will be re-dedicated in their memory.

The new Falklands exhibition will be on display at the Fleet Air Arm Museum from April until November. ■

Vulcan Upgrades

FREIGHTDOG

The P177N Fleet Fighter (FDR72-002) and P177K Export Fighter (FDR72-003) versions of Freightdog's resin kit will be released in April, slightly later than planned due to a heavy workload at the Anigrand factory in Hong Kong, where workers are presumably up to their eyeballs in Daimler-Benz Project-As. Each kit will include both hooked and non-hooked tailpieces, with multiple decals options.

Freightdog's next planned release is going to be a decal sheet covering the Avro Vulcan in RAF service 1980-84, including all low-level, MRR, *Black Buck* and tanker versions for the Airfix kit. This will be printed by Fantasy Printshop and includes full stencilling, completely replacing the kit decal sheet. This may



be followed up with some resin improvements for the Airfix kit. When prodded, Freightdog said they might do a second run of the sheet in 1/144 for the Welsh Models kit, but only if there is a clear demand.

Freightdog's new website is impending at www.freightdogmodels.co.uk on which readers will be able to browse some interesting and unusual products, and view these new items as and when they appear. ■

Big Biplanes

RODEN

Roden have updated their 'In processing' page, and it makes interesting reading: 1/72

- 050 Zeppelin Staaken RVI (Aviatik, 52/17)
- 051 Sopwith Camel 'Comic fighter' 1/48
- 422 De Havilland D.H.4 1/48
- 423 De Havilland D.H.9 1/48
- 426 RAF B.E.2c 1:48



- 427 RAF B.E.12 1:48
- 428 Bristol Fighter F.2b Mk IV
- 434 Junkers D.I
- 437 OV-1C Mohawk 1/32
- 602 RAF S.E.5a w/Hispano-Suiza
- 604 SPAD VII C.1
- 608 Albatros D.III (OAW)
- 613 Pfalz D.III

The new 1/32 scale tooling of the Pfalz D.III. will no doubt cause a stir, but the next release expected from this source is the B.E.2c. ■

New Tiger

REVELL

Revell's busy year continues with some very nice reissues. Particularly pleasing is a reboxing of the Tornado IDS with a new markings scheme. This time the kit features a very nice set of Tiger markings for an aircraft of AG 51 at the 2002 Tiger Meet. Revell have been very quick

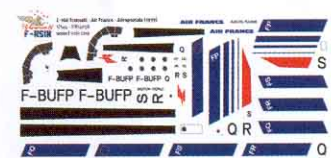


off the mark with this, and it has not been widely publicised that the decal sheet has changed. Hopefully there will be many more, as the scope for special schemes on Luftwaffe Tornados is boundless. Please, please, please can we have the 'Monster' scheme (all black with a skeleton. V.fine!)...

French Letters

F-RSIN

F-rsin are high on our Christmas card list at the moment on account of the 1/144 resin Bristol Brabazon and Nord Noratlas previewed elsewhere, both of which releases excited much attention from the civil fraternity at Telford last November, and both of which we hope to feature built-up before too long.



Following these kits in the company's schedule of releases will be a C-160 Transall, which we are reliably informed was employed by the French Postal Service, and hence is fair game for F-rsin who so far have not crossed over into the field of military aircraft subjects. This kit is also in resin, and to



The next new 1/144 civil arrivals on the shelves from Revell will be the Airbus A340 (#04209/£14.99, for which Daco have provided a magnificent decal sheet of the Vienna Philharmonic scheme, and the Avro RJ85 (#04205/£8.99) which is looking smart in British European markings.

Out in 1/72 is the He 177 A-6 Greif, with Hs 293s, while the latest 1/32 reissue to finally reach the streets is the Spitfire Mk 22/24 (04704/£14.99). ■



a scale of 1/144. If any one can dupe them into believing that surplus Luftwaffe Fiat G.91s ran scheduled mail services between Prestwick Airport and the Isle of Arran, then perhaps they might be good enough to kit one of those for us too!

The C-160 (FR14058) will include markings for Air France/Aeropostale. Price is 50 Euros. ■



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Rare Resins

HR MODELS

Another one of those companies that seem to have access to our wish lists, HR add a couple of useful Fokkers to the fray this month in the shape of the Fokker B.I (M10E), and the Fokker M10 Z. Both kits are resin 1/48



releases, and will be available shortly in the UK via Hannants. ■

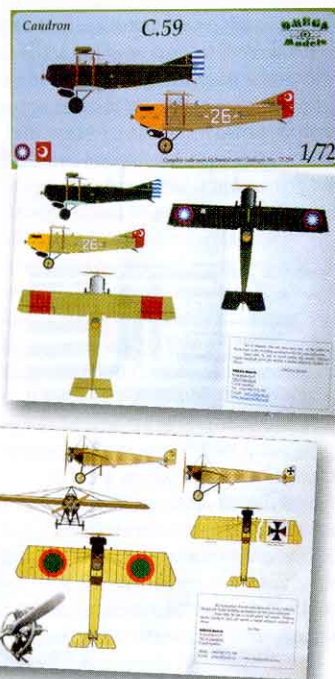
The Omega Line

OMEGA

Omega's constant barrage of kits continues apace with three further releases this month. These comprehensive packages are covering a lot of previously unkitted types, and modellers may rejoice in the knowledge that there are plenty more to come.

The next batch, all resin kits in 1/72 scale, are as follows:

- Caudron C.60 wheels/ski (#72241/ETBA)
- Caudron C.59 wheels (#72259/ETBA)
- Mikoyan Ye-152a (#72292/ETBA)
- Moran Saulnier H single-seat trainer (#72296/ETBA) ■



Paint Your Wagon

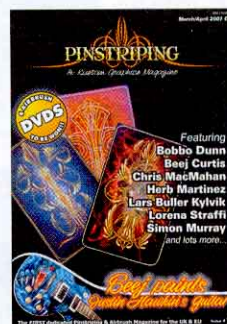
AIRBRUSH COMPANY

Readers will recall that SAMI is keen to encourage the use of airbrushes, and are likewise aware that many readers are wary of approaching the tool, and that some demystification of airbrushes and techniques might prove helpful.

With this in mind, our friends at The Airbrush Company have drawn our attention to a new publication designed to promote and assist the art. *Pinstripping & Kustom Graphics Magazine* is the first Airbrushing magazine in the UK. Issue #1 is due out on March 15. The title is predominantly aimed at the custom graphics market, but each month will also feature another application of airbrushing, as diverse as fine art and illustration, beauty and body art, model painting and taxidermy. Readers may not wish to paint pictures of naked ladies onto motorcycles, but we suggest that if they learn to do this with a degree of skill, they will find themselves able to tackle even the most intricate Luftwaffe mottle with ease.

Seriously, if you want to learn more about using an airbrush, then this may well be a useful place to start.

Further to last month's report on the



Iwata warrant's issue, The Airbrush Company would like to make it clear that although 'Chinese copies' are a big problem in terms of the quantity flooding the market, it is only a small number of companies passing these off as genuine Iwatas, chiefly on the Internet and eBay. There are many genuine authorised dealers, and readers are invited to support their local model shop if they stock genuine Iwatas, but

if in doubt please just call the Airbrush Company first to check whether the shop is an authorised dealer. ■



Get 'em While They're Hot

PLATZ

Now you see it, now you don't. The newly tooled 1/144 F-8C/F8U-2 Crusader (PLZPD-7) has been seen briefly on the Hobbylink Japan website. Briefly, we say, as it sold out almost as soon as it arrived, and interested parties – those who haven't had one on back order for months – are advised to place an order now as it is an absolute dream. The kit features a cockpit with side consoles, separate instrument panel, stick and nicely done seat as well

as finely-moulded landing gear and Y-pylons that can be fitted with either Sidewinders or twin Zuni launchers. The wing can be attached in either the raised or lowered position. Unused underwing pylons and Bullpup missiles are included, as well as large stabilators, so more versions seem likely in the future. Markings are for BuNo 145572 AG/206 of VF-84 and BuNo 146907 NK/110 of VF-142, but with all those Microscale sheets for the type lying around at AAA in Atlanta, we'll be spoiled for choice. ■



Handling the Big Jets

MDC

Latest news from this interesting source is that MDC, in co-operation with Radu Brinzan, will be releasing a 1/32 Arado Ar 234B in resin. No further information is available as yet. ■

Eohippus

SWEET

It looks like we could be getting some P-51s from this source in 1/144. Watch this space... ■



Sorge Reports...

TRUMPETER

Good Heavens! It may be only a partial image, but it looks good enough to eat! Trumpeter's giant 1/32 Sukhoi Su-22 in test-shot form. ■

Multa et Mira

AB MODELS

Glider fans take a note. AB have a 1/72 Mira 3 due out soon in resin (#72037/TBA). This is a machine dating from 1924, and may deserve the title of 'Month's Most Fascinating but Obscure'. ■



Kit Collecting or Extra Loft Insulation?

By Martin Foley

'With glue all over your fingers and the rush to beat your schoolmates to finish the latest Airfix offering, the model was complete, albeit with huge gaps and fingerprints on the transparencies.'

For many readers this will have struck a chord. Our earliest modelling experiences were as youngsters who, with pocket money burning a hole, would rush out on a Saturday morning to buy the latest offerings from the major manufacturers of the time. It didn't matter that the model would end up hanging from the ceiling or be destroyed in a mock dog-fight any more than the subsequent parental wrath for getting glue on our clothes, the kitchen table, pets, sisters etc. - it was 'our' model.



Now for some interesting facts. Most modellers are already collectors or more properly, accumulators. Most have a pending pile of models on the workbench, all purchased with the intention of building them someday. Many may have already consigned spare models to the loft - to add to the other accumulations helping with the insulation - or to other out of sight places.

A major retailer commented that it is



not unusual for avid modellers to purchase three of the same model - one to build now, one to convert and one to put away 'as an investment' in case the model is discontinued in the future. With the added expenditure on aftermarket parts, decals, paint and reference books this can make the loft insulation very expensive indeed.

So, although we would regard ourselves as modellers rather than collectors, many of us have already accumulated collections.



The dedicated collector, as opposed to the modeller, will probably concentrate on his chosen field. It may be Airfix Type 4 boxes; FROG Airliners; Penguins or Revell 'S type' boxes. One collector I know has his flat filled with almost every Frog aircraft ever produced (and he lives in Serbia). But is collecting long discontinued kits a good investment?

The answer is no. With a few exceptions, models do not represent a good investment. Enthusiasts will point to examples such as the Airfix Stingray



(It was only obtainable from Lyons Maid by collecting tokens). This would fetch upwards of £500. Other examples that come to mind are The Red Airfix Tractor - £200 to £250, a mint FROG VC 10 - £150 or the FROG V-Bombers, £85 to £150 (These moulds were lost at sea). Another interesting example is the Airfix TSR.2, only recently issued at £16.99 and now being sold on eBay for upwards of £50.00. This is obviously a highly collectable kit for future generations. However, the reality is that most models, even the comparatively rare ones, do not make sense as investments.

It only takes a brief search on eBay to see that FROG or other Vintage kits are readily available. You may be surprised at the bargains to be had on your journey down memory lane. A lot of kits made in the late '50s and '60s can be had for very reasonable prices. Why? Well, partly this is due to the fact that at



least 100,000 of each kit were released at the time and many of these survive. Also many early moulds are still going strong to this day in various new packaging and brands.

So why collect? For many of us it is a sense of nostalgic warmth, a comfort blanket to harp back to the 'good old days' when we made that first model.

So, instead of adding to that



expensive loft insulation, why not take that trip down memory lane and build that early FROG, Airfix or Revell kit. After all that is what it was produced for. You may even enjoy the experience and don't forget, you had no airbrush, liquid glues or aftermarket parts to help you then. I'll wager the end result will be nothing like your earliest attempts, and you could even buy and make some of the kits you always wanted but couldn't afford as a child. Above all, enjoy the hobby. ■

Photographs by the Author



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SAM PUBLICATIONS



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TSR.2 - Set 1

1/72 (Airfix TSR.2 kit)
Extended Nosewheel Leg (1) and
Scissor Link (1); HE Aircraft, MC
1,000lb Mk N1 Bombs (4);
Standard Weapons Pylons (4)
Set No M720506017



£10.00

TSR.2 - Set 2

1/72 (Airfix TSR.2 kit)
Detachable In-flight Refuelling
Probe (1); 1,435 gallon Ventral
Drop Tank (1); 450 gallon Drop
Tank (2); Drop Tank Pylons (2)
Set No M720506018



£5.50

TSR.2 - Set 3

1/72 (Airfix TSR.2 kit)
WE 177B Bombs (2); Weapons
Bay Inset (1)
Set No M720606019



£10.00

TSR.2 - Set 4

1/72 (Airfix TSR.2 kit)
Blue Water Missiles (2); BW
Missile Pylons (2)
Set No M720606020



£4.50

TSR.2 - Set 5

1/72 (Airfix TSR.2 kit)
Reconnaissance Pack (1)
Set No M720608021



£9.50

Mosquito PR Mk I/B Mk IV

1/72 (Tamiya)
Includes: series (i) Merlin
engines with short nacelles and
short-span tailplanes
M720404001



£9.50

Hurricane Mk IV

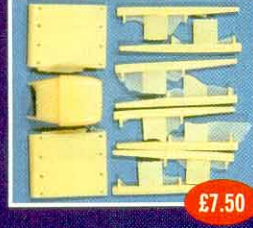
1/48 (Hasegawa Mk IId)
Includes: Armoured Radiator (1);
Rocket Rails (8); Rocket Blast
Plates (2); 44 Gallon Drop Tanks
(2); Fuselage Canopy Infill (1)
M480505011



£5.50

Hurricane Mk IV 'Tank Buster'

1/72 (Revell Hurricane Mk IIc)
Includes: 40mm Vickers Anti-tank
Guns (2); Armoured Radiator (1)
M721005013



£7.50

Hurricane Mk IV 'RP'

1/72 (Revell Mk IIc)
RP Blast Plates (2); Rocket Rails
(8); Armoured Radiator (1)
M721005014



£9.50

2TAF Typhoon - Set 1

1/48 (Hasegawa)
Includes: 1000lb bombs (2);
Tempest tailplanes (2); domed
dust deflector
M481104004



£9.50

2TAF Typhoon - Set 2

1/48 (Hasegawa)
Includes: 44gal LR tanks (2);
Tempest tailplanes (2); cuckoo
clock door dust deflector &
radiator
M481104005



£2.50

Spitfire Mk IX

1/72 (All Spitfire Mk IX kits)
Long Range 'Torpedo' Drop Tank
(1); Attachment Rack (1)
M721005015



£3.50

RAF Mustang Mk III 'Fighter Bomber'

1/72 (Revell P-51B Mustang)
Includes: Fin Fillet (1); 1,000lb
British GP Bombs (2)
M721005012



£7.50

Jabo 1: Bf 109E & F

1/48 (Tamiya or Hasegawa 109Es
& Airfix or Hasegawa 109Fs)
Includes: ETC 50 bomb rack & 4x
50kg bombs; ETC 500 bomb rack
& 250kg bomb - optional 'anti-ship'
nose ring; 2x Bf 109E-1 MG
17 machine gun panels
M481204006



£10.50

Jabo 3: Night Fw 190A-4

1/48 (Tamiya Fw 190A-3)
Includes: ETC 501 bomb rack;
'short' ventral fairing; 1x 500kg
bomb with optional 'anti-ship'
nose ring; 2x correct diameter
'indented hub' mainwheels; A-4
aerial fin tip; 2x 300litre drop
tanks; 2x 'Weserflug' drop tank
fairings; 2x cowling exhaust glare
shields
M481204008



£10.50

Jabo 5: Day Fighter Fw 190A-4/A-5/A-6/A-7/A-8

1/48 (Tamiya Fw 190A-3 or Fw
190F-8) Res. Conv. Set
Includes: A-5 engine cowling &
MG 17 cowling top; under
cowling/wheel bay section; 2x
inner mainwheel doors &
retraction jacks; 2x underwing
bulged cannon blisters; 2x MG
151/20 ejection chutes; A-4 aerial
fin tip; 2x correct diameter
'indented hub' mainwheels; 2x
correct diameter 'solid hub'
mainwheels
M481204010



£6.50

Jabo 2: Day Fw 190A-3/A-4

1/48 (Tamiya Fw 190A-3)
Includes: ETC 501 bomb rack;
'short' ventral fairing; 1x 500kg
bomb with optional 'anti-ship'
nose ring; 2x correct diameter
'indented hub' mainwheels; A-4
aerial fin tip
M481204007



£10.50

Jabo 4: Fw 190A-5

1/48 (Tamiya Fw 190F-8)
Includes: A-5 engine cowling &
MG 17 cowling top; ETC 501 bomb
rack; 500kg bomb with optional
'anti-ship' nose ring; 2x correct
diameter 'solid hub' mainwheels;
2x 300litre drop tanks; 2x
'Weserflug' drop tank fairings; 2x
cowling exhaust glare shields
M481204009



£7.50

D-Day Spitfire Mk IX

1/48 (Hasegawa)
Includes: 45 gallon 'torpedo'
tank; 'E' wing cannon blisters (2);
beer-barrel kegs (2)
M480604002

Postage (per set):
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Europe £2.00
Rest of World £2.50

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Western Canadian Model Contest

Calgary

SAM Publications is pleased to have been invited to sponsor the Western Canadian Regional Model Contest in Calgary on Saturday, May 12. Previous contests drew competitors from all over western Canada and parts of the United States, and 2007 is shaping up to be one of the best events yet.

This year's contest will be held at the Sandstone Valley Ecumenical Centre in Calgary. Doors will open at 9.00am on Saturday for registration, followed by judging between 1.00 – 3.00 pm, with awards presentations following at approximately 4.30 pm.

The Rocky Mountain Model Club, which is hosting the event, has been part of the Calgary community for 14 years. It has as its goals the sharing of modelling tips, techniques and information to further the hobby. It is

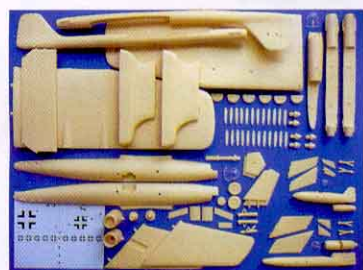


open to anyone who is interested in model building or is already a current model builder. More information about the contest can be found on the club's website at www.rockymountainmodelclub.com ■

Resin project

ANIGRAND

Readers may recall, back around Volume 4, an advertisement was appearing regularly in *SAMI* featuring a giant Luft '46 monstrosity that looked like a Freightliner crane on roller-blades. This was, of course, the Holy Grail of Nazi fantasy fans – the Daimler-Benz Project-A (#4001/\$68).



Now, thanks to Anigrand, we can all marvel in the knowledge that in 1943, instructed by Reichsmarschall Göring to design and produce very long-range bombers that would be capable of

attacking targets in the USA and Soviet industrial plants out of range of existing types, Daimler-Benz combined with Focke-Wulf to form a joint study group for the development of ultra-long-range aircraft. These strikes were to be carried out in non-stop flight and without recourse to aerial refuelling. The two designs, simply referred to as Project-A and -B, were to have been built in 1944. Project-A was a carrier aircraft designed to transport a jet bomber. This combination was to have been capable of delivering a 30,000 kg bomb load over a distance of 17,000 km. Project-B was an improved version of Project-A that was not only able to carry a jet bomber, but also able to carry five manned explosive delivery systems to distant target areas. Strangely, the project never progressed beyond the drawing board.

Modellers hankering after this marvel can now build it in a slightly less space-consuming 1/144 scale. Anigrand's kit features 155 resin parts and a clear cast resin canopy and decals. Also included are 11 parasite fighter kits. ■

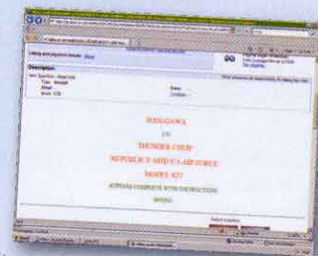
Faking it?

The following letter was received following Martin Foley's previous piece. While we are prepared to believe that not all dealers will have the expert knowledge of aircraft that most modellers accrue, and may honestly believe they have a complete and original artefact, this particular one is a real howler, and just goes to show you can't be too careful!

Dear Sir,

In regards to your article in the Feb 2006 issue about fake kits being sold on eBay. I have just spotted a real good one (!) It is down as item number 200084700481, for a 1/72 scale Thunderchief from Hasegawa. If you look at the second picture, you will be amazed, (I know I was!). As far as I can see there are four different sets of decals. The top left is from an early Airfix A-1J Skyraider. Bottom left is, I think, Pre-WWII US Army, Top right is Czech or Dutch, Bottom right is Romanian and German. Also the instructions provided are by Humbrol, and to top it all off that kit is not a Thunderchief (their spelling!). If you can figure it out please let me know.

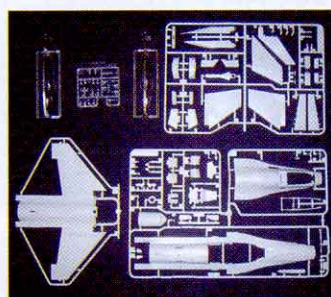
Kind regards,
James Harris



New Viper

TAMIYA

While another F-16 in 1/48 may not strike some as being quite such a heart-stopper as – say – an injected 1/48 Scimitar, there can be no denying that Tamiya have done the job properly, as a look at the sprues will confirm. This is



the new F-16CJ Block 50, and very nice too thank you very much. ■



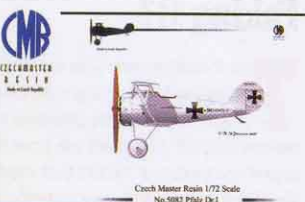
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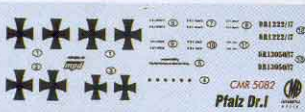


Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.



Pfalz Dr.I

Scale: 1/72	Kit No: 5082
Price: £16.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 26
Manufacturer: CMR	UK Importer: Hannants




De Havilland D.H. 2

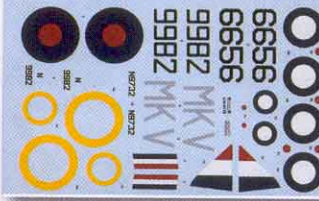
Scale: 1/72	Kit No: 04309
Price: £2.99	Decal Options: 2
Panel Lines: N/A	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 37	Manufacturer: Revell

Don't be astonished by the boxtop, which claims this kit is 1/144. It is the original 1/72 Revell tooling, stamped 1981, and as such is a welcome returnee. Not a bad kit at all, although lacking in the kind of detail we are coming to expect from the likes of Eduard, but then at £2.99 it's a fine starting point for anyone wishing to model the type.



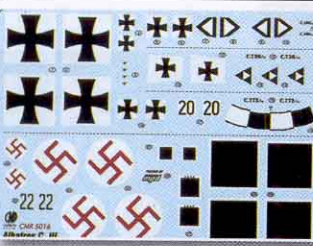
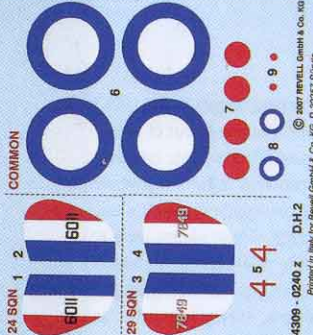
Avro Anson Mk 1 late version

Scale: 1/48	Kit No: 4118
Price: £37.50	Decal Options: 2
Panel Lines: Recessed	
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 49, Clear 15, Resin 61, Etched 38	
Manufacturer: Classic Airframes	
UK Importer: Hannants	




Albatros C.III

Scale: 1/72	Kit No: 5016
Price: £18.99	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 42
Manufacturer: CMR	UK Importer: Hannants


Spitfire LF.XVIE Low Back

Scale: 1/72	Kit No: 169
Price: £26.99	Decal Options: 6
Panel Lines: Recessed	
Status: New Tooling	
Type: Resin	
Parts: Resin 67, Vacform Clear 2, Etched 57, Plastic 2	
Manufacturer: CMR	
UK Importer: Hannants	

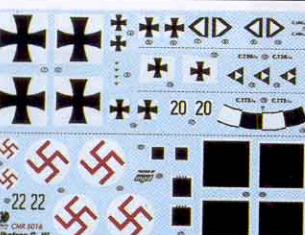
Once again CMR have excelled themselves. A staggering amount of options and details go to make this latest in their Spitfire series something very special indeed. Choices even extend to two types of rudder pedals, and the colour etched fret from Eduard is a nice touch.

The inclusion of a Tally Ho stencil sheet to complement the kit decals is another nice touch, and anyone looking at the price and considering it too much should think again. This kit represents superb value, and will allow a very nice replica of one of the most attractive non-Griffon engined Spitfires to be built.



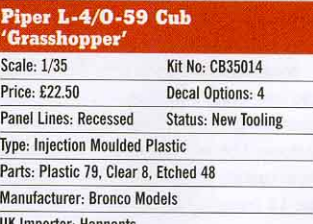
Albatros C.III

Scale: 1/72	Kit No: 5016
Price: £18.99	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 42
Manufacturer: CMR	UK Importer: Hannants



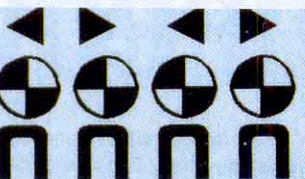

Piper L-4/O-59 Cub 'Grasshopper'

Scale: 1/35	Kit No: CB35014
Price: £22.50	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 79, Clear 8, Etched 48	
Manufacturer: Bronco Models	
UK Importer: Hannants	




Saab 210/2 Lill - Draken

Scale: 1/72	Kit No: 72258
Price: £TBA	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 11, Vacform Clear 2	
Manufacturer: Dujin	UK Importer: Hannants



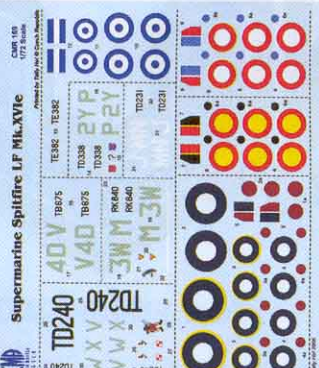

Supermarine Spitfire LF Mk.XV

Scale: 1/48	Kit No: 10240
Price: £39.99	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 100, Clear 10, Resin 10, Etched 10	
Manufacturer: Classic Airframes	
UK Importer: Hannants	



Once again CMR have excelled themselves. A staggering amount of options and details go to make this latest in their Spitfire series something very special indeed. Choices even extend to two types of rudder pedals, and the colour etched fret from Eduard is a nice touch.

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Special Preview Legato Focke-Wulf Fw 190 V1

Legato's Fw 190 may well be the only 1/48 scale model that depicts the Fw 190 V1, with its unique ducted spinner. The compact box features nice artwork and a camouflage and markings sheet depicting two paint schemes. One is an overall pale gray, while the other scheme is the better-known two-tone green splinter pattern on uppersurfaces and light blue below.

Three bags of parts and a one-piece lower wing and starboard and port fuselage halves comprise the resin pieces. A small sheet of well-printed decals is included, along with a small fret of steel etched parts, and a vacformed, one-piece canopy.

Resin parts are thinly cast in a soft, gray material, and the detail on the majority of these parts is very good, perhaps exceptional. A full cockpit, wheel well inserts, the forward half of



the BMW 139 engine, and that portion of the engine visible ahead of open cowl flaps are included.

The wing, fuselage, and various other castings incorporate a casting 'rail' which is best removed with a fine saw. The

resin does not exhibit even cleavage, so it may be best to remove excess resin by careful sanding against a flat surface.

Somewhat vague exploded views comprise the instructions, so much trial fitting of parts will be required. Exterior preparation with Mr. Surfacer or a similar product will be helpful, and careful painting will be necessary to avoid obscuring surface detail. That said, experienced modellers should be



rewarded a very nice replica of the first Würger when they are finished.

My thanks to David Cooper Models for the review sample.

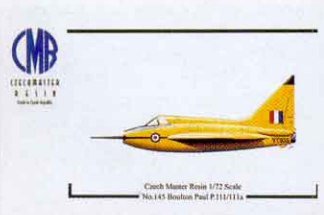
Steve Palmer

SAMI



Model 339 B/E Buffalo Mk I

Scale: 1/72 Kit No: 72131
Price: £11.25 Decal Options: 3
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 36, Resin 13, Clear 7
Manufacturer: Special Hobby
UK Importer: Hannants



Boulton Paul P.111/111a

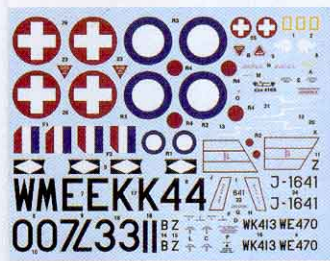
Scale: 1/72 Kit No: 145
Price: £28.80 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Resin 48, Plastic 10, Vacform Clear 4
Parts: Resin Vacform Clear
Manufacturer: CMR UK Importer: Hannants

With their usual thoroughness CMR have included a mass of options, including a spare pair of fuselage halves, three types of wing, and optional ejection seats. Undercarriage is in injection moulded plastic.



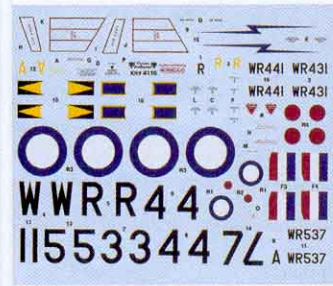
De Havilland Venom FB.1

Scale: 1/48 Kit No: 4109
Price: £29.99 Decal Options:
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 53, Resin 24, Clear 2
Manufacturer: Classic Airframes
UK Importer: Hannants



De Havilland Venom FB.4

Scale: 1/48 Kit No: 4110
Price: £29.99 Decal Options:
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 53, Resin 24, Clear 2
Manufacturer: Classic Airframes
UK Importer: Hannants



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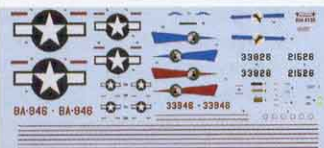


Special Preview B-57B Canberra



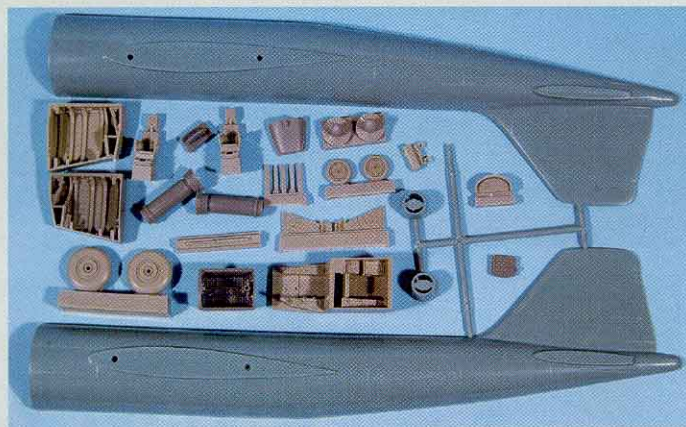
B-57B Canberra

Scale: 1/48	Kit No: 4130
Price: £39.95	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 84, Resin 22, Clear 7	
Manufacturer: Classic Airframes	
UK Importer: Hannants	



Classic Airframes' Canberras have been popping up left right and centre on tables at model shows, and it is clear that the range has been immensely popular. The latest in the line, the Martin B-57, has been proving no exception and the model has been a popular talking point. The forthcoming PR.9 will no doubt prove even more so.

As for the B-57, it pretty much follows the pattern for the series, and is a typical Classic's kit in the tooling of

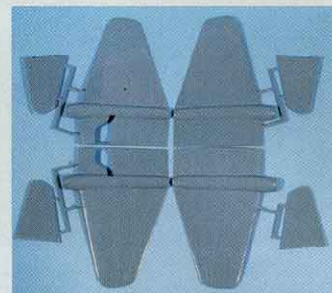
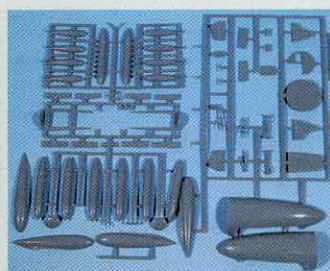


the plastic and resin parts. This particular kit bears a remarkable resemblance to Sword's kits in the colour and texture of the plastic, and there is a little flash and some seam lines on some of the injected components. The resin parts are all very nicely moulded but will need a degree of work to remove the casting bases, which are quite heavy.

Predictably, the front end is moulded separately. Dry-fitting showed a promising fit, but it is a butt-joint so some kind of flange will need to be inserted for a good result. There will probably be some cleaning up required, but a look at the parts suggests this will present little problem, and it may be better to concentrate one's efforts on

lining up the cockpit aperture correctly to ensure the best fit for the canopy.

Lord only knows how all the requisite nose weight is going to fit in, as the instructions recommend six ounces, but it's a big aircraft, and the nose isn't transparent so presumably this can all be accommodated.



Stores and racks are provided, in the shape of M117 bombs and napalm tanks. The canopy looks nicely moulded, and there are no sprue gates impinging on any of the surfaces. All parts are separately bagged, and this is a commendable step forward from Classic.

Markings are included for four aircraft. There is a Vietnam era camouflaged machine from the 35th TFW, a light grey ANG EB-57B, an all-black B-57B of the 498th BS, 345th BW in 1957, and an all-metal aircraft from Langley AFB in 1954. All tastes seem to be catered for, and the only thing I find myself yearning for is the wherewithal to turn it into a B-57G.

Now bring on the PR.9!

SAMI



Concorde Gift Set - Air France

Scale: 1/144	Kit No: 05763
Price: £32.99	Decal Options: 6
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 63 Clear 4	
Manufacturer: Revell	

This boxed set takes the 'starter pack' concept a step further. Included are a pair of tweezers, a clamp, cutters, glue paints and a brush. Also included is an emery board, and it is this acknowledgement of some of the more crucial modelling chores that is refreshing. Encouraging starters to move a step beyond simply gluing and painting is another positive step in the right direction.



Breguet Br. 14A2/B2

Scale: 1/72	Kit No: 72007
Price: £18.40	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Plastic 43, Etched 29, Resin 17	
Manufacturer: AZ	UK Importer: Hannants



L.1049G Super Constellation

Scale: 1/144	Kit No: 04252
Price: £12.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 93, Clear 7	
Manufacturer: Revell	

Here At last! This new tooling is everything we had hoped it would be. The crew cabin is nicely detailed, panel lines are subtly engraved and the decal sheet is a masterpiece. Three options are provided with a full array of cheatlines and stenciling.

This kit was on display at Revell's stand at Nuremberg and looked superb in its Lufthansa scheme. Hopefully military variants will come in due course?



Sukhoi Su-7B

Scale: 1/144	Kit No: 14408
Price: £5.70	Decal Options: 2
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 39, Clear 1	
Manufacturer: Attack	
UK Importer: Hannants	



Luftwaffe Day Fighter Battle of Britain Ground Crew & Equipment Set

Scale: 1/48	Kit No: 5532
Price: £17.99	Decal Options: N/A
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 74	Manufacturer: Dragon
UK Importer: The Hobby Company	

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1:48 SCALE "Seahawk" FGA.MK.6

Model Brn'l. Length: 245mm Wingspan: 245mm Total Plastic Parts: 85pcs Photo Etched Parts: 12pcs Total Sprues: 4pcs

NEW



New in 1/48th scale!

SEAHAWK FGA. MK.VI TM-02826 £19.99



NEW



1:24

HURRICANE MK I TM-02414 £59.99



NEW



1:48

VICKERS WELLINGTON MK III TM-02823 £49.99



1:72

FAIREY GANNET AS MK I/4 TM-01629 £12.99



NEW



1:72

FAIREY GANNET T MK 2 TM-01630 £12.99

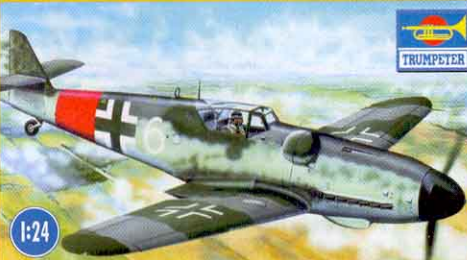


COMING SOON!

NEW

1:24

HURRICANE MK.II C/TROP TM-02416 £59.99



1:24

ME BF.109G-6 LATE TM2408 £49.95



1:32

P-38L-5-LO LIGHTNING TM2227 £67.95



1:144

ILYUSHIN IL-78 MIDAS TM3902 £19.99



1:72

HARBIN H-5 BOMBER TM1603 £5.99



COMING SOON!



1:48

WESTLAND WYVERN S.4 (EARLY) TM-02843



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Dassault Breguet Atlantic 1 'MFG 3 Anniversary'

Scale: 1/72 Kit No: 04329
Price: £19.99 Decal Options: 4
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 196, Clear 17
Manufacturer: Revell

Revell's series of enormous maritime aircraft has been a source of great satisfaction to many 1/72 modellers over the last few years. This Reissue of the

excellent Atlantic kit sees a mass of plastic crammed into the smallest box possible, with a decal sheet so comprehensive as to appear positively daunting.

The anniversary scheme looks very attractive on a white and grey aircraft, but those of us challenged for space can only look with longing at kits like the Transall, the Bv 222, the Ju 290 and this present package and hope they will one day scale them all down to 1/144. There's no pleasing some people is there!



Spad XIII Early. Dual Combo

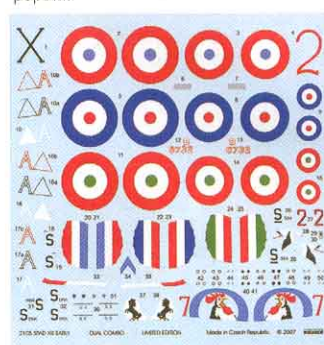
Scale: 1/72 Kit No: 2105
Price: £13.50 Decal Options: 4
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 42, Clear 2, Etched 31 (x2)
Manufacturer: Eduard
UK Importer: Hannants

Listing the contents of an Eduard kit is a strenuous undertaking, but even for a diminutive subject like the Spad XII the box is full to the brim. Granted there are two of everything, but there

is still an impressive amount of detail on each airframe.

The upper-decking/ tailplanes are moulded integrally, which will save a bit of work, and the etched interior is to the expected high standard.

Masks for wheels and windscreen are included, and the colourful options on the decal sheet will no doubt prove popular.



Yak 7V on Skis

Scale: 1/72 Kit No: 72019
Price: £15.50 Decal Options: 2
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 36, Resin 17, Clear 3, Etched 16, Vacform Clear 1
Manufacturer: Valom
UK Importer: Hannants



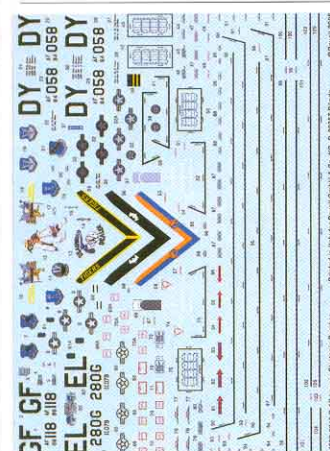
AH-1W Super Cobra

Scale: 1/72 Kit No: 04415
Price: £6.99 Decal Options: 2
Panel Lines: Raised Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 69, Clear 1 Manufacturer: Revell



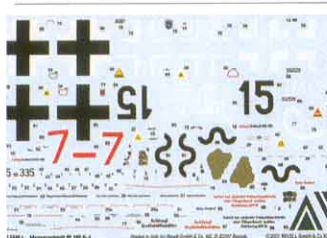
B-1B Lancer

Scale: 1/72 Kit No: 04307
Price: £19.99 Decal Options: 3
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 125, Clear 1 Manufacturer: Revell



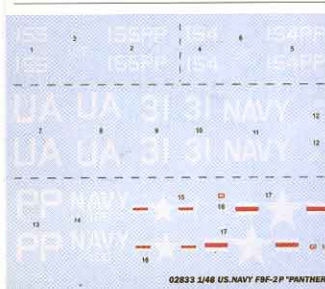
Messerschmitt Bf 109K-4

Scale: 1/32 Kit No: 04702
Price: £19.99 Decal Options:
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 96, Clear 9
Manufacturer: Revell



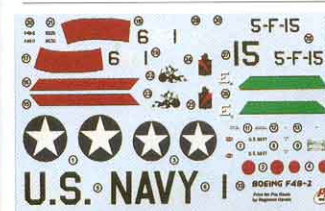
Grumman F9F-2P Panther

Scale: 1/48 Kit No: 02833
Price: £18.99 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 119, Clear 6, Etched 1
Manufacturer: Trumpeter UK Importer: Pocketbond



Boeing F4B-2

Scale: 1/72 Kit No: 7231
Price: ETBA
Decal Options: 2
Panel Lines: Recessed
Status: Revised Tooling
Type: Resin
Parts: Resin 45, Etched 10, Transparent Film 2
Manufacturer: Olimp
UK Importer: Hannants



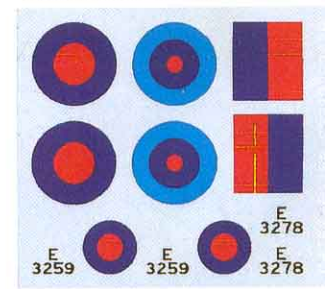
Avro 504K

Scale: 1/144 Kit No: 057
Price: £15.25 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Resin Parts: Resin 33
Manufacturer: Sram UK Importer: Hannants

These fascinating little kits are part of an exhaustive range of WWI subjects kitted by Sram. Parts are neatly cast, and although there is little in the way of detail in the cockpit, in this scale not much more than a seat will be visible in any case. What is apparent is that in the hands of a competent builder,

something really special can be achieved with one of these models.

The parts count and layout is not dissimilar to the Airfix kit in 1/72. Rigging the beast won't be the easiest task ever, but the end result will be worth any amount of pains. Highly recommended to anyone who wants to cause a few heads to turn at model shows! This is really something (literally) a little special.



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Special Preview Two new resin events from F-rsin in 1/144

At the end of World War II, the French Armée de l'Air was left with two primary transport aircraft: the Junkers Ju 52 and the Douglas C-47. While both had given good service, they

suffered from a common set of flaws: a nose-up attitude when at rest, complicating cargo stowage, restrictive side-loading doors, and limited payload.

In 1947 Direction Technique Industrielle organized a design competition for a medium-weight cargo aircraft offering great flexibility in use. The Nord 2500, with its rear-opening clamshell doors allowing ease of loading, was considered the most promising, and DTI ordered two prototypes on April 27, 1948. The first prototype took to the air on September 10, 1949. After an eventual production run of some 425 aircraft, the last Noratlas was constructed in 1961.

West Germany, faced with the same situation that had prompted the development of the Noratlas, eventually ordered a total of 186 Noratlases from 1956 on, of which 25 were built in France, and the other 161 manufactured in West Germany by Flugzeugbau Nord

(a satellite company) under contract. These last were designated N-2501D. The Luftwaffe began selling its Noratlases in 1964, and was the source for most of those aircraft subsequently flown by

smaller national operators.

F-rsin's Noratlas is a neat set of parts with a hollow fuselage and solid nose. The undercarriage is a sturdy metal affair and all-in-all this is an inspired and much needed kit. Decals are provided for an N-2502A, and the kit includes turbojets to fit to the wingtips.

The Bristol Type 167 Brabazon was a huge airliner designed by the Bristol Aeroplane Company to fly transatlantic routes from the United Kingdom to the United States. The prototype was delivered in 1949, only to prove a complete commercial failure when airlines felt it was too large and expensive to be useful. Despite its huge size, comparable to a Boeing 747, it was designed to carry only 100 passengers, albeit in roomy conditions not generally found on modern aircraft. In the end only one example would be built and that was broken up in 1953 for scrap, along with an uncompleted second fuselage.

The kit features some impressive castings, and the hollow plug-together fuselage sections will make for a strong joint. It's a big kit, and very heavy in resin, so the metal undercarriage will come in handy. The front fuselage section is cast as a solid piece, so it won't be a tail-sitter. The decal sheet provides markings for the single prototype, as well as all windows, as no transparencies are provided, and the cockpit windows are solid resin.

This is an impressive looking kit, and we look forward to presenting it built up in due course.

SAMI



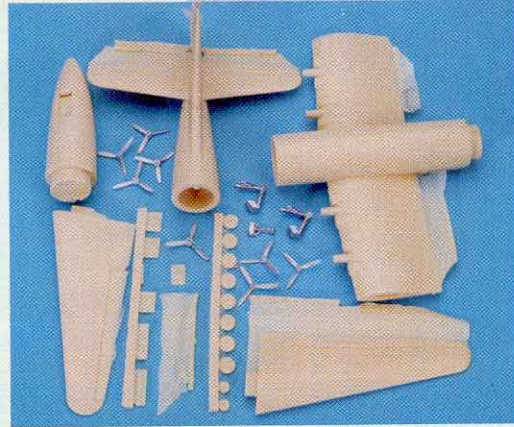
**Nord Noratlas - CGTA Air Algérie
Nord Noratlas - UAT Aëromaritime**

Scale: 1/144 Kit No: FR14051/052
Price: £27.50 Decal Options: 1
Panel Lines: Recessed Status: New Tooling
Type: Resin Parts: Resin 20, Metal 5
Manufacturer: F-rsin UK Importer: Hannants



Bristol Brabazon

Scale: 1/144 Kit No: FR14055
Price: £67.50 Decal Options: 1
Panel Lines: Recessed Status: New Tooling
Type: Resin
Parts: Resin 20, Metal 11 Manufacturer: F-rsin
UK Importer: Hannants



Wellington Mk III

Scale: 1/48 Kit No: 02823
Price: £49.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 521, Clear 30, Etched 13, Rubber 3
Manufacturer: Trumpeter UK Importer: Pocketbond



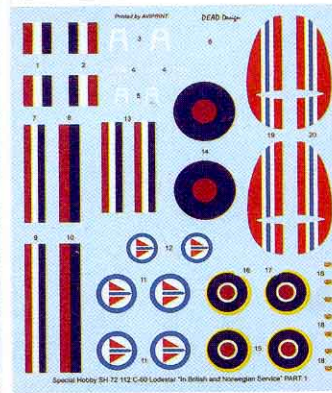
Fiat CR.42 AS

Scale: 1/72 Kit No: 1263
Price: ETBA Decal Options: 4
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 66, Clear 1 Manufacturer: Italeri
UK Importer: The Hobby Company



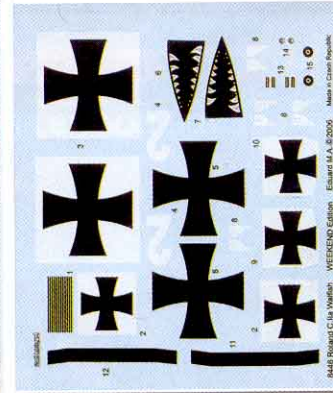
Lockheed C-60 Lodestar

Scale: 1/72 Kit No: 72112
Price: £17.70 Decal Options: 3
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 108, Clear 21, Resin 2, Etched 14
Manufacturer: Special Hobby
UK Importer: Hannants



Roland C.IIa Walfisch Weekend Edition

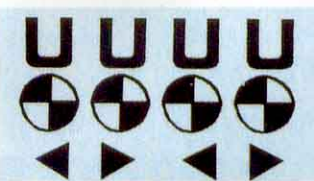
Scale: 1/48 Kit No: 8446
Price: £7.50 Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 63, Clear 7
Manufacturer: Eduard UK Importer: Hannants





Saab 210/1 Lill - Draken

Scale: 1/72 Kit No: 72259
 Price: £TBA Decal Options: 1
 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin
 Parts: Resin 11, Vacform Clear 2
 Manufacturer: Dujin
 UK Importer: Hannants



BRITISH "Gannet" T.MK.2



Fairey Gannet T Mk. 2

Scale: 1/72 Kit No: 01630
 Price: £12.99 Decal Options: 3
 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 96, Clear 9
 Manufacturer: Trumpeter
 UK Importer: Pocketbond



F-16 Fighting Falcon



F-16A Fighting Falcon

Scale: 1/72 Kit No: 1271
 Price: £6.50 Decal Options: 5
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 71, Clear 2
 Manufacturer: Italeri
 UK Importer: The Hobby Company

Oh no! She's back! The lady with the immodest demeanour has returned this time in 1/72, and yes, although the boxart is discretely draped the decal sheet spares no blushes.



Tu-142MR Bear-J

Scale: 1/144 Kit No: 03905
 Price: £24.99 Decal Options: 1
 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic, 118 Clear 9
 Manufacturer: Trumpeter
 UK Importer: Pocketbond

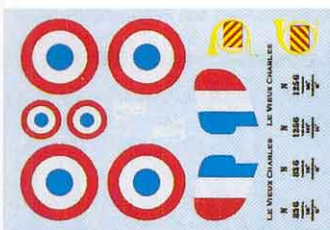


Nieuport 11



Nieuport 11

Scale: 1/144 Kit No: 059
 Price: £10.70 Decal Options:
 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin Parts: Resin 20
 Manufacturer: SRAM
 UK Importer: Hannants



This is one of those tidy little packages that makes one glad to be a modeller. Gone are the dark days of 27 bits in a box with a canopy that doesn't fit. This kit offers single- and two-seat versions, and five decal options, so if you really cannot justify bare ladies in your modelling cabinet you can make a nice grey Italian job instead. Splendid!



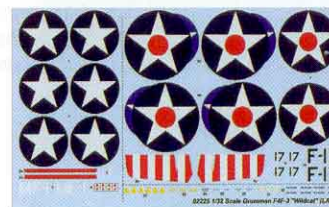
Grumman F4F-3 Wildcat (Late)

Scale: 1/32 Kit No: 02225
 Price: £26.99 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic, Clear 12, Etched 26, Plastic 98,
 Rubber Tyres 3
 Manufacturer: Trumpeter UK Importer: Pocketbond

The lower price and compact size of Trumpeter's Wildcat make this a good candidate for a first project in 1/32. The

detail is beautiful in this scale, although their is ample scope for super-detailing the cockpit. Brass hinges and metal rods are provided to allow working control surfaces to be modelled. Detailed gun bay interiors are included, and rubber tyres, as well as a transparent cowl to show off the engine.

Sadly, the decal sheet on our sample was misprinted, but this is an anomaly, and should not deter modellers from enjoying this excellent release.



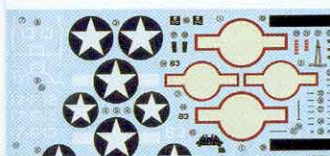
Boeing P-12B/D

Scale: 1/72 Kit No: 7230
 Price: £TBA
 Decal Options: 2
 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Resin
 Parts: Resin 41, Etched 10, Transparent Film 2
 Manufacturer: Olimp
 UK Importer: Hannants



Vought F4U-1A Corsair

Scale: 1/72 Kit No: 60775
 Price: £12.99
 Decal Options:
 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 79, Clear 8
 Manufacturer: Tamiya
 UK Importer: The Hobby Company



Douglas A2D-1 Skyshark

Scale: 1/72 Kit No: 037
 Price: £22.30 Decal Options: 1
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 76, Clear 1
 Manufacturer: Mach 2 UK Importer: Hannants

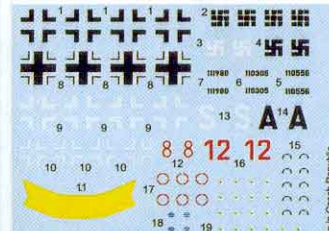


Me 262B Schwalbe

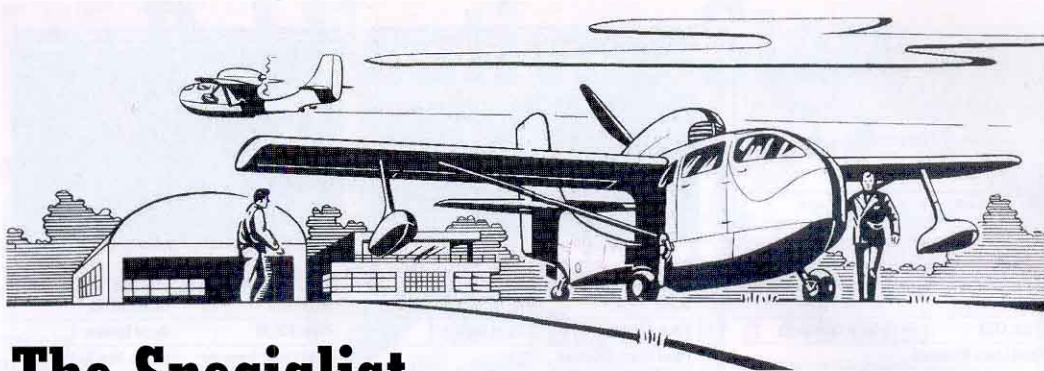
Me 262B Schwalbe

Scale: 1/144 Kit No: 4421
 Price: £5.99 Decal Options: 4
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 42, Clear 1, Etched 8 (x2)
 Manufacturer: Eduard UK Importer: Hannants

Exquisite new toolings from Eduard. The etched radar antennas are a nice touch, and the prospect of a kit in this scale comprising 42 pieces is impressive. Detail is excellent, although no decals are provided for the cockpit. Looking forward to the single-seater – any chance of Express Masks chaps?



American writer Stephan Wilkinson is an experienced hand with aeroplanes and cars, but is a relative newcomer to scale modelling and brings a refreshing viewpoint on our hobby.



The Specialist

Enthusiasts typically discover a hobby or an avocation and at first are omnivorous, then they specialize. At the outset, anything that races on wheels, from Formula 1 to dirt-track sprint cars, is fair game for the motorsports loonies. Then he or she fixates on World Rally Cup to the exclusion of everything else. The

Thompson Trophy days on, this collection should be eminently do-able. Best case it'll mean simply decaling Ormond Hayden-Baillie's race numbers onto a Hawker Sea Fury in camo, worst case trying to figure out how to make a P-51 airframe look like the ill-fated *Tsunami*, a totally custom raceplane that in fact only vaguely resembled a Mustang.

There are plenty of Mustang, Bearcat, Corsair, Sea Fury, P-39/63, P-38 and Invader kits to bash. (Yes, Douglas A-26s have contested a number of Unlimited races, as have B-25s and one Martin Marauder.) If you wanted to be comprehensive, there have been nearly 300 different post-war Unlimited raceplanes of some 32 different basic models, all in different and sometimes wildly garish paint.

Australia's High Planes models has produced a number of Mustang, Sea Fury, Bearcat and Yak racers in limited-run editions; Japanese company, Unlimited Air Models, has produced high-quality 1/72 kits of *Dago Red* and *Unlimited Mass* (which seems to be a highly modified Sea Fury); and there's

an Accurate Miniatures-boxed 1/48 injection kit of an early Thompson Trophy P-39Q, but I think that's about it.

The most unusual Unlimited racers: a Beech Bonanza, Riley Cessna 310, Curtiss XP-60 (a P-40 variant with either a Merlin or an R-2800 radial engine,



Lefty Gardner's P-38 was a familiar sight around the Reno pylons (Mike Jerram)

don't know which it had as a racer), Fiat G-59 and Republic AT-12 Guardian (a P-35 made for export to Sweden). Clip some wings, heat up some tiny bubble canopies, re-cowl with some R-3350s and Griffons and you're in the Reno Racer business.

Firebombers...

Much like the Unlimiteds, U S and Canadian fire-suppression aircraft are a motley collection of well-worn warbirds. I remember coming upon a remote airport in Montana, quite literally in the middle of nowhere, and suddenly seeing a fleet of Convair PB4Y Privateers (the U.S Navy single-tail version of the B-24), Lockheed Neptunes, Grumman Avengers and Beech Baron FAC birds, most of them painted fluorescent red.

(Though history usually refers to it as "a B-24", it in fact was a UK-based Privateer that in 1944 killed Joe Kennedy, who otherwise might well have become President of the United States instead of his brother John. The airplane was an experimental RPV filled with 25,000 pounds of explosives, an enormous glide-bomb, but it had to make its take-off under the control of a pilot in the cockpit — Kennedy — who would then bail out. A fuse malfunction saw to it that Joe Kennedy never did.)

Many firebombers have gawky tanks that would have to be scratchbuilt or vacformed, but you can get all the help and information you'll ever need on the website www.scalefirebombers.com, "the online reference site of the world's

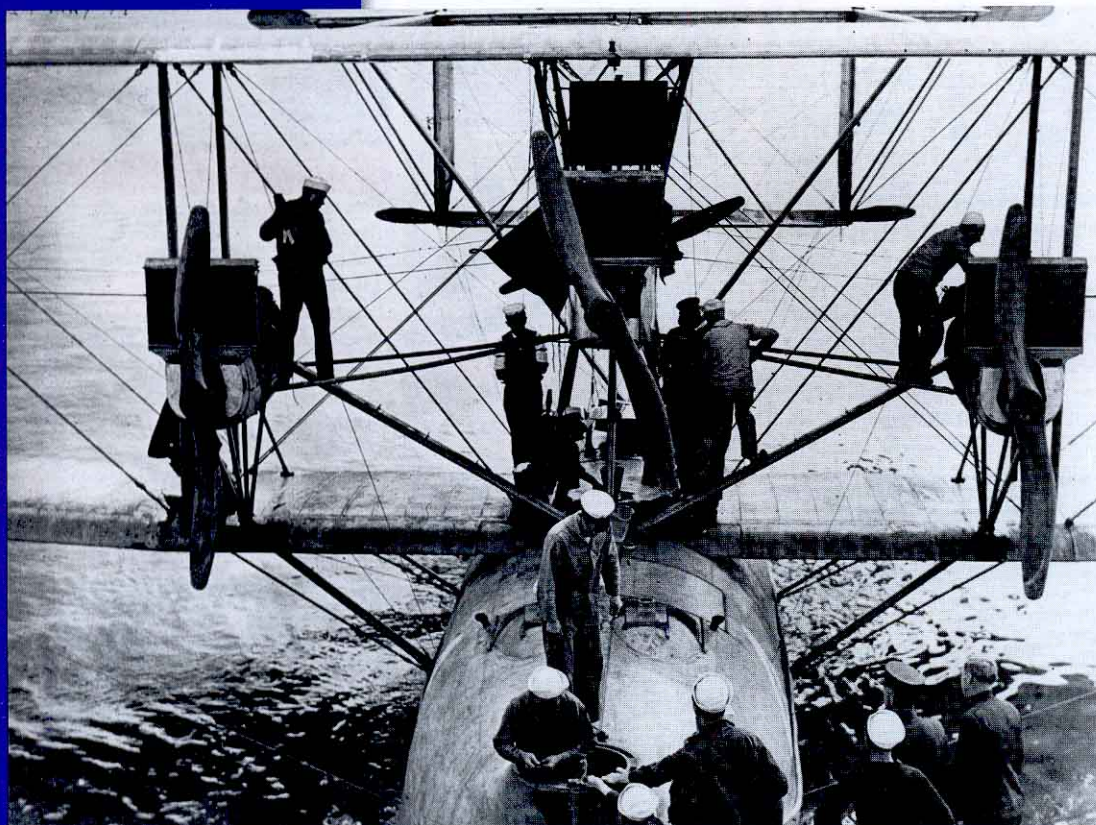
ethnic-music aficionado loves it all, from raga to Ladysmith Black Mambazo. Then they discover zydeco, and Louisiana here they come.

If I were a skilled scratchbuilder, at least for some of what I'm so casually suggesting, here are categories I'd collect and build:

Reno Racers...

Since the Unlimiteds have with few exceptions been modified and sometimes even stock warbirds from post-war

Has anyone ever kitted the Curtiss NC-4?
(Mike Jerram Collection)



air tanker scale model builders," just in case you think you're alone.

Seaplanes...

Wife Susan and I are both seaplane pilots, and she opts for waterbirds, if possible, for the models she hangs in her office. There aren't a lot out there, and it probably wouldn't be impossible to build every one, particularly if you stuck to 1/48. A quick look through a recent Squadron monthly catalogue showed just six seaplanes among the hundreds of injection models depicted, but it includes a fascinating Doug Devastator on floats, probably the Navy's definition of "worse come to worst."

The very first airplane I ever flew in was a Republic Seabee, when I was 13. (The second was a Vultee Vibrator, a year later, so how I survived to become a pilot remains a mystery.) Yet the only 1/48 model I've seen of this pre-World War II amphibian was a miserable windowless Glencoe kit with a hollow interior. And surprisingly, Jimmy Doolittle's Curtiss is the only Schneider Trophy racer that seems to be in production, though I did build a Supermarine S.6B awhile ago. Some of the big-engine Macchis would be fabulous floatplane models, as would the coulda-been-a-contender hydroski Piaggio.

Other waterbirds I'd love to model: a Conair Sea Dart (Collect-Aire offers an expensive resin kit), Martin Marlin, Sikorsky S-38 and a Curtiss NC-4.

Of course there are the modelers who hack F-14 Tomcat floatplanes and 747 flying boats, a subset of the guys who kit-bash canard B-17s and push-pull Corsair biplanes, but that's another thing.

World's Worst...

Three writers, including the late, great James Gilbert, have written books identically titled *The World's Worst*

Aircraft, so it's apparently a subject of consuming interest. This would be a tough category to model, however.

There are plenty of Bell P-39 kits out there, as well as the Curtiss XP-62 Ascender, Fairey Battle, Brewster Buffalo, Convair Pogo tail-sitter and McDonnell XF-85 Goblin. But when we get to the Pemberton-Billing Nighthawk, Seddon Mayfly, Armstrong Whitworth Ape and Short Sturgeon ASW patrol



bomber — possibly the ugliest airplane ever to fly — you're on your own.

Helicopters...

A search of the current Squadron inventory turned up 17 different types of 1/48-scale helo kits, a number of those available in several variants, and an even larger selection for modelers whose hands don't shake and can build 1/72. Either way, it's a do-able subset of important aviation.

Airplane people have always shunned fling-wings, and so did I...until I started flying helicopters. If I had it to do all over again, I'd do rotary rather than fixed-wing, it's that much fun. Trouble is, I can't find a kit of the most magnificent helo I've ever flown — the Sikorsky UH-34D, beloved among Vietnam Marines as "The Dog".

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SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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Gloster Meteor PR.9

MPM

1/72

BY TIM LARGE

It's been a long time coming, but at last we have an injection-moulded late model single-seat Gloster Meteor. MPM's treat comes on four sprues holding 85 beautifully tooled parts: the two main sprues are in a soft light grey plastic, with the other two in clear, one with two canopies (early & late) and the other with the two-part nose section for the PR.9. All panel lines are recessed. The instructions are in MPM's customary easy to follow A5



TECHNICAL DATA

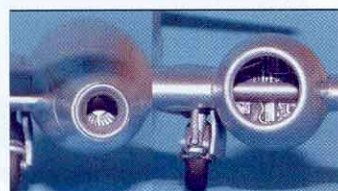
Scale: 1/72	Kit No: 72534
Price: £15.50	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Inj Moulded Plastic	Parts: Plastic 75, Clear 7
Manufacturer: MPM	UK Importer: Hannants



booklet, and last of all you are supplied with a comprehensive decal sheet.

Construction

This kicks off with the very nicely detailed 14-part cockpit, after which you are invited to cut off the nose and replace it with the two-part clear PR version. I encountered problems with the fit of this and suggest thinning down the sides of the cockpit floor (which acts as a mount for the front undercarriage assembly) at its forward end. The rest of the kit is trouble-free, with just a little filler being needed on the joint of the fuselage halves and wing roots. The engines are reproduced as two blanking plates with detail moulded onto them, a bit two-dimensional but acceptable as a compromise. (The only answer to this problem, which affects all kits of the Meteor apart from Tamiya's Mk I/III, is to have a three-dimensional engine.) The undercarriage assemblies are a treat, but I managed to lose the front



yoke, so a spare Matchbox NF.11/12/13 nosewheel and leg replaced it. The main wheel bays are moulded separately and are reasonably detailed, however the front bay is just a disappointingly large void, requiring a bit of scratchbuilding. To complete the model you are given a choice of large or small intakes, early- or late-style canopies, and under wing and belly tanks.

Colour Options

Three: WX962 from 9 Sqn in the early 1950s in all-over aluminium with yellow trimmings; WX956 again from 9 Sqn during *Operation Musketeer* in 1956 with uppersurfaces in Dark Green/Dark Grey over in PRU Blue



undersides and trimmings in dark blue and orange; and WZ603 of 8 Sqn around 1959 in the same camouflage finish, but with trimmings in white.

The decals are very nicely printed, giving you a set of national markings and stencils for one aircraft, the individual squadron flashes, numbers and letters for all three versions as well as the blue and white nose trimmings for options two and three.

Conclusion

Overall this is the best kit of the late Meteors in 1/72 so far, but I was disappointed at the lack of etched brass for the seat harnesses and nosewheel bay. An etched sheet and resin inserts go a long way and this kit is crying out for both. As it is, I can recommend it to all Meteor lovers, but be prepared to put in a lot of extra work to sort out those engines and wheel bays. All I need now is a newly-tooled Meteor I/III in 1/72 and I will be most happy!

SAMI



RF-4E Phantom

REVELL 1/72

BY GARY JARMAN

The artwork on the box of this kit depicts an RF-4E in a striking colour scheme of black and yellow for the 1984 Tiger Meet, and it looks fantastic.

The box contains three sprues of dark green plastic, one of transparencies, and a large decal sheet. The parts are crisply moulded with recessed panel lines and rivets.

Construction

I've been building a lot of old Airfix and FROG kits recently, so I've had come to accept that if you're really lucky you'll get one piece of plastic that vaguely resembles an ejection seat, so imagine my joy when I found that each ejection seat in this kit is made of five pieces. Put these together neatly, do a bit of dry-brushing and the end result is excellent. The instrument panels are beautifully detailed, but I added to them by drilling out the dial faces, putting a sheet of black plasticard behind the drill holes, then filling them with gloss varnish. The cockpit tub has a decent amount of detail, and again some careful painting and dry-brushing gives a favourable result. This is the first kit I have built that did not require any filler. The detail is really good, with nicely produced wheel



wells, undercarriage and wheel bay covers, and the panel lines and rivets are just right. The tyres are moulded with the flat spot to create the impression of them bearing the aircraft's weight.

Colour Options

Three schemes provided, that for the Tiger Meet being the best in my opinion, and my choice. A full set of decals is provided for the tiger stripes, so all you have to do is paint the airframe black then apply the stripe decals. And here's where my self-destruct gene kicked in. When I first looked at the decal sheet the effect of the tiger stripes just didn't seem right, so I decided to airbrush the scheme

myself. The yellow went on well, and I spent about four hours masking it with Blu-Tack and Tamiya tape for the black...which went on badly. My fault — I got the paint/thinner mix and air pressure wrong and it looked like I had put a layer of black sandpaper on the model. Much messing with assorted paint-removing solvents ensued and a week later the Phantom was ready again for the primer, yellow paint, four-hour masking session and black topcoat cycle. This time I got the mix right and the paint looked fine.

The decals are well printed and went on easily. I used Micro Set to get them to follow the contours of the aircraft a bit better, but being thin the tiger stripes bled in some areas such as on the large badges on the tail.

Conclusion

Reviewing kits is a continuous learning experience. It exposes you to models you would not normally buy, both good and bad. Each good kit raises the bar against which all subsequent builds are judged. This one raised the bar considerably. Despite my self-induced painting problems I had a great time building it, and the level of detail on the parts gave me, as one who does not have great scratchbuilding and superdetailing skills, a fine base onto which I could apply my limited skills and get a really satisfying result.

As a result of this kit, I bought another, determined that I *will* get that paint scheme correct!

SAMI



Boeing-Vertol CH-46A/D 'US Marines – Vietnam'

ACADEMY 1/48

BY DEREK REEVE

The parts come on five sprues, four grey and one clear, bagged separately. The quality is high, flash-free, with scribed panel lines, but there are mould release dimples that need to be filled — the interior panels are covered with them. Optional parts are provided for doors and ramp open, partially open or closed.

The 'exploded' style instructions are easy to follow, but there are some anomalies. Colour call-outs are for the Mr Color range and are keyed to a guide which also has some FS number references and Humbrol equivalents. The large glossy decal sheet is in perfect register with good colour density and minimal carrier film.

Construction

Having decided on the 'short tail' CH-46A option construction went ahead exceedingly well with just a few problems. When assembling the cockpit note that Parts A12 and 13 are shown upside down and should be switched left/right. Paint the rear of the instrument panel and the inside of these parts black, as these areas can be seen after attaching the clear cockpit parts. The fit of the interior parts is excellent, but attaching the open tailgate roof, Part A8, leaves a section of the inner roof devoid of



detail which purists would no doubt enjoy scratchbuilding. The interior is shown as Light Gull Gray but it should be FS36231 Dark Gull Gray. The floors should be a very dark grey, for which I used FS36118 Gunship Gray. All the parts went together without hiccups. The only filler needed was on the lower forward fuselage joint to disguise a mismatch which may well have been my fault, and some typewriter correction fluid along the base of the rear rotor tower where it meets the fuselage. Most other joints are along panel lines leaving very little cleaning up to be done. The fit and clarity of the clear parts is beyond criticism. The rotor blades are moulded flat, so by drawing and flexing

each blade through my fingers I gave them a pronounced curve, and after gluing to their respective heads placed them into position on their masts to dry unsupported overnight, thus setting a more natural droop. As I wanted to show the machine armed, the doors and appropriate windows were left open, but the supplied guns are very basic and could do with replacing.

Colours Options

You can have any colour as long as it is FS24097 semi-gloss Field Green. For this I brushed Humbrol 86 as an undercoat followed by two coats of Xtracolor X115 thinned slightly. This is shown correctly on the colour key guide but incorrectly as FS34095 in the markings section. There are four options, two CH-46As and two CH-46Ds. Make sure the top walkway markings are applied before attaching the intake filters otherwise they don't fit (as I

found out!), and leave the top aerial off until the Star 'n' Bar is applied. This sits on the aircraft's centreline, *not* on the centreline of shaft housing, and the decal is designed as such, so it will look odd if misplaced. The decals went on well using Micro fluids and with no trace of silvering. Even though I religiously crossed off each stencil as it was applied I still finished up with a handful that were not marked on the diagram.

Conclusion

An excellent kit which I built straight from the box, but because of minor problems the instructions need to be studied. So, not a beginner's kit, but not beyond a modeller with a little experience. The completed model looks and sits like a Rana Clamitans or 'Green Frog', which satisfies me.

SAMI

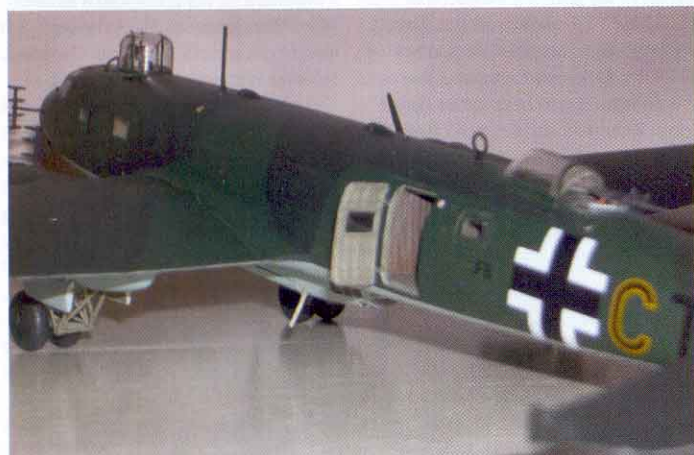


Fw-200 Condor

REVELL 1/72

BY PAUL JANICKI

Many older modellers will recall Revell produced a kit of this subject quite a number of years ago. Well, this new offering is one astounding kit! Of course, it is a new tooling and everything about it is superb. Interior detail extends to a very comprehensive cockpit, and other flight crew stations up front and at the rear. A lot of structure is featured and a novel approach, that is purely optional, is that the forward turret and rear upper fuselage with its gun position are separate and can be removed (with care) enabling one to view all this detail. To some this may seem a gimmick but the fit of the parts is excellent and does not show up when completed. All four of the engine cowlings can be fixed closed or made accessible to reveal each or any of the four reasonably detailed powerplants. The main wings and fuselage mouldings all have good surface detail with the tailplanes having separate end plates to the tips and even separate trim tab actuators! With all that, the kit's price makes it truly value for money!



Revell 1/72 **FW 200 C-5/C-8 CONDOR**

TECHNICAL DATA

Scale: 1/72	Kit No: 04387
Price: £13.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 193, Clear 24	
Manufacturer: Revell	

Construction

I recommend a close study of the instructions before setting about applying glue to plastic, as there are choices to be made fairly early on and a lot of pre-painting of parts to do too. The areas such as the flight deck, navigator/engineer and rear crew stations all make into neat sub-assemblies and are fitted to one of the fuselage halves. Worthy of note is the option you have for waist gun positions either open or closed. For this, wind deflectors are included but small holes need to be opened from inside the fuselage halves before joining to accommodate these. I used one or two of the recommended Revell paints that I do have for the interior, with the usual highlighting and shadowing techniques often described in this title, all to good effect.

When it came to put all these assemblies into place, joining the fuselage halves, adding the wings and tailplanes and the ventral gondola, I was truly impressed by the fit. The only places where a smear of filler was required was the join line between upper and lower wing halves in the area of the engine nacelles and a little to the lower rear fuselage. Of note is the fact that the main gear doors are moulded as one piece, and fit well enough to act as a mask for the pre-painted wells. These parts can then be gently prised away and cut apart for fixing in place later. Incidentally, the wheel wells are the



only areas where there is a lack of great detail as the forward portion is blanked off with the doors in the closed mode.

Among the final parts to add are the exquisite little Hs 293 anti-shipping missiles. These fit nicely into the separately tooled nacelle extension mountings that are provided amidst the many other optional parts in the kit. The 'power eggs,' that I also left to last, slide beautifully onto their mountings to the nacelle fronts by way of a long tab passing into a slot to the engine rears. One final point worth a mention is that the transparencies are sharp and clear and fit with no problem!

Colour Options

Five choices are provided on the beautifully produced decal sheet. These are F8KR, a Fw200C-5/Fk of KG40 in RLM 72/73/76 with that squiggly pattern of 76 to the fuselage and yellow lower cowlings; TOXL, a C-8 also finished with the same colours but without the 'worms' F8OL or TAMZ at Bordeaux, and finally F8CT, another C-5 of III./KG40 at Braunschweig in 1945. I opted for this last scheme as it has some unusual cowl ring colours, and yellow outlines to the CT in the code. For the main painting I used the appropriate Luftwaffe maritime colours from the Xtracrylix range and the underside colour (76) from one of my remaining pots of Precision paints that still haven't dried up or gone yucky.



Decalwise, no problems were encountered at all.

Conclusion

I have to say that this kit is a winner. The parts fit together superbly, the amount of detail included is stunning, the decal sheet is great with no application problems, and the abundance of optional parts and general quality must surely place this high up as a contender for kit of the year. With the number of parts not used in this issue it is evident there will be another version or two to come. Fantastic product Revell, keep it up!

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49034	Lancaster seatbelts	Tam	£4.75
49043	RAF Rank WWI	£4.75	
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73284	Fw200C Condor int.	Rev	£13.50

1/48TH ZOOM

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FE373	Weyern S.4 interior	TRIUMPH	£4.75
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1/72ND ZOOM

SS284	Fw200C Condor int.	Rev	£3.50
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1/72ND MASK

CX177	B-26B/C Marauder 1/72	Has	£4.75
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CX181	Fw 200C Condor 1/72	Rev	£4.75
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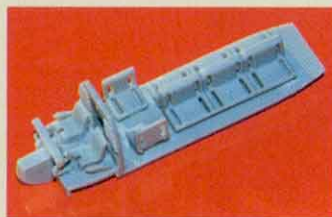
Japanese WW2 Aircraft in Colour Vol. 19 (Rev) £12.99

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Eurocopter SA 330 Puma 'Tiger Meet'

REVELL **1/144**
BY BRUCE LEYLAND-JONES

This little beauty isn't one of the new generation of Revell 1/144 kits, like the Hunter, Hawkeye or 'Black Bunny' Tomcat. However, it's close enough not to worry about. Encased in the usual end-opening box, there are three sprues of 70 parts, including a transparent sprue of 10 crystal clear pieces. All parts are crisply moulded, with no flash, no sink marks and only the



TECHNICAL DATA

Scale: 1/144 Kit No: 04047
Price: £3.49 Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 55 Clear 10 Decal Options: 2
Manufacturer: Revell

slightest suggest of a mould line on a couple of the pieces for the rotor head. Surface detail consists of nice, finely engraved lines.



The decal sheet appeared to be of the usual high standard that Revell are including in their kits of late, being printed in Italy, in perfect register and with absolute clarity on the aircraft serial numbers and NATO Tiger Meet signage.

Construction

The cockpit comes complete with all of the usual levers, seats and an

instrument console. The instrument panel is blank, so a decal would have been a nice addition, though you wouldn't be able to see much once the windscreen was in place. The cabin area comes with two rows of three seats set back-to-back and a pair of facing single seats. Internal detail is more than adequate at this small scale. When assembling the

Fairey Barracuda Mk 5

SPECIAL HOBBY **1/48**
BY COLIN PICKETT

The Fairey Barracuda Mk 5 was an upgrade of the underpowered Mk 3 with the more powerful Rolls-Royce Griffon 37 engine and increased fuel capacity to overcome the power issues. The Mk V's first flight was on the 16 November 1944, with only 30 being delivered from the original order of 140 before the end of WWII.

Based on the earlier Barracuda Mk II kit's fuselage, the box contains the parts to allow the conversion to the Mk V, much as happened to the real aeroplane, with the squarer wings of the later model and new tail and nose sections that have to be grafted onto the fuselage. The kit comes with a large fret of etched parts by Eduard and four bags of beautifully cast resin parts, along with the usual Special Hobby finely detailed medium grey plastic parts for the rest of the airframe.

Construction

The capacious interior incorporates a vast number of parts that require painting Interior Green (I opted for Xtracrylix XAI010). I then decided to ignore the instructions and remove the tail and nose sections to adapt the fuselage to Mk V specification, so that if this bit went wrong I'd not have wasted too much time (real faith in my skills there!). It also meant that any work done to the interior was not damaged during surgery. I taped the fuselage together and marked out the areas which needed removing before setting to with my razor saw. I find it's best to cover with masking tape most of the areas of a model not being cut as it saves the surface from slips of the hand. Once the redundant nose section had



TECHNICAL DATA

Scale: 1/48 Kit No: 48069
Price: £29.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 79, Resin 48, Etched 54, Clear 9
Manufacturer: Special Hobby UK Importer: Hannants

been removed I set about making up its replacement, which comprises two plastic shells and a resin intake section. The flange on this is slightly too big and required a little cleaning up to get a good fit, and for extra security I added some 10-thou plastic tabs to the inside edge of the plastic cowls to ensure they married up correctly. Removing the tail required a certain amount of guesswork, as there is no panel line to act as a guide on the forward section. I measured 1.5 mm up the existing vertical panel line and then cut a line directly across the base of the existing tail, but left the replacement unit off until later.

At this point I found out the cockpit parts didn't fit in the fuselage (something that is common to all Special Hobby 1/48 scale Barracudas) and required at least 2 mm trimming off each side to get a near decent fit. The fuselage had its own fit problems and took a lot of masking tape and cramping to get reasonable alignment, which in turn resulted in a lot of filling and rescribing of panel lines. On top of this, using the torpedo insert required modifications to the fuselage which



resulted in even more filling. The tail, thankfully, was a breeze after all this, although it still needed a bit of juggling to fit. Finally ready to paint, I decided to test-fit the hard-to-mask canopy, which also put up a fight. Poor fit of each of the three parts meant yet more filler, which in turn resulted in dust on the inside of the canopy which I can't remove...bother! (Anywhere you can insert a fine syringe and flush it off? GH)

Colour Options

Decals are provided for two machines, one in aluminium overall aboard HMS *Illustrious* in the early 1950s, and a camouflaged example from 783 NAS at RNAS Lee-on-Solent. I opted for the latter, primarily because my model had required too much filler to get away with a silver finish.

The decals went on well without solutions. I then coated the model with Klear before the spraying it with thin light grey paint to lighten up the finish and get a weathered look, then used Tamiya weathering powders, aluminium enamel

and a black wash to get a 'slightly battered' look.

Final bits included fitting the torpedo, bombs and racks with their moulded-on sway braces, aials and other fragile parts.

Conclusion

Although Special Hobby are to be applauded for bringing us this rare post-war brute of an aeroplane in 1/48 scale, this kit was a huge challenge to build. If you must have a quarter-scale Barracuda V in your collection and have the time and patience to make a go of it, then this kit may be for you, but make sure you test-fit everything first.

SAMI



main rotor head care needs to be taken to ensure that the rotor will turn. I painted the engine interior with Humbrol Metal Cote steel and gave it a polish. I was uncomfortable with the large exhaust holes, feeling that there should be a better representation of piping, but as this was to be an 'out of the box' build I left them as they were. The instruction sheet tells you to insert the cabin windows at this stage, but I left them until after external painting had been completed. With the fuselage assembled you have to decide at this stage between adding the nicely detailed ECM package (which my chosen version had) under the rear fuselage or an observation window. Intake filters are also provided — a nice touch. There is a large aerial assembly to fix to the nose, but whilst its main housing is nicely detailed the vertical aerals are way over scale, so I cut them off.

Colour Options

I'd decided on the spectacular Tiger Meet version and studied pictures of the real thing. I was recommended a mix 30:10:4 mix of Xtracrylix Rescue Yellow, Red Arrows Red and white, but this looked too orange for my taste so I added drops of Games Workshop scorched brown acrylic. Sorry I can't be any more precise, but the original colour was not a stock British Standard and was mixed by the ground crew until it met with squadron approval. The tiger stripes come in blocks of decal. For example, one large decal is supposed to cover the fin and boom, with another to cover the rest of the boom. I chose to apply each stripe separately, taking care to cut as close to the decal as possible. They went on a treat, bedding beautifully on the gloss finish of the acrylic orange. It took me the best part of a day to apply all of the stripes, but it was a simple enough task, aided by an instruction

sheet that actually matches the decals. Once the decals had dried, I applied an overall coat of Klear and then completed detail painting prior to installing the main rotor.

Conclusion

While not a new tooling, this kit is still well worth the effort and the little

'Pumatiger' on my desk will make a fine addition to my collection. I will most certainly be buying another to build in standard RAF camouflage, which is just one of the many benefits of building in this diminutive scale...you can easily fit several on one shelf!

SAMI



Westland Wapiti IIA

CMR **1/72**
BY IVOR RAMSDEN

As usual with CMR products this kit exudes quality in every area. A multi-compartment poly bag saves the flawlessly moulded caramel-coloured resin parts from damage or loss. CMR's resin casting technology is incredible. I found only one pinhole in this kit and no warpage other than on the upper wing, which needed its dihedral increasing slightly to match the supplied view. Optional parts are provided for engines with or without a reduction gearbox, and a range of bombs from tiny 20-pounders to 112- and 120-pounders, along with the various bomb racks. Cockpit interior detail is limited but I left it just as it was because the Wapiti doesn't score very highly in my reference library so any additions would have been guesswork.

Construction

The fuselage and interior assembly without any difficulty. Attachment of the lower wings is via a very small surface area with two small locating pegs. I didn't strengthen this, but just relied on the glue bond, which meant that every subsequent construction stage was nerve-racking. I recommend that you drill the wings and fuselage and use a rigid wire strut here to avoid premature ageing — your own that is, not the model's! The wing struts are not far off scale thickness which means you've got 24 minuscule points at their tips with which to secure quite a heavy resin upper wing. Make sure all the struts are exactly the same length and then fit them using a jig to line up the two sets of wings. Once all was set I found that I had to shorten the centre-section struts, but after this their location was very simple due to the slots in the fuselage sides.



Czech Master Resin 1/72 Scale
No.139 Westland Wapiti IIA "in RAF Service"

TECHNICAL DATA	
Scale: 1/72	Kit No 139
Price: £24.99	Panel Lines: Recessed
Status: New tooling	Type: Resin
Parts: Resin 124, Vacform Clear 2	
Decal Options: 5	Manufacturer: CMR
UK Importer: Hannants	

The undercarriage fits very neatly, with the main leg assemblies and tailskid being made of a whitish resin which seems to be more flexible than standard — a good idea as they are very delicate castings. The axle has spindles no thicker than a pin and I decided that such fine resin would not support the model for long, so I replaced them with short sections of a dressmaking pin.

Leave the outer aileron actuators off until you have applied the roundels. Assembly is completed by the addition of bombs and racks and a good rigging



diagram is provided. I must confess that I can never bring myself to rig biplanes. I know that, if done well, rigging finishes them off perfectly, but I don't trust myself to do it right. The decals settled down onto Humbrol silver without any fuss using Micro Set to help things along.

Colour Options

Five colour schemes are provided in the kit, all in the overall silver dope and polished aluminium of the 1930s. Serials and finely-detailed badges are provided for Royal Air Force aircraft of 27, 30, 31, 601 and 607 Squadrons in India, Iraq and at home. Four of the options have NIVO top decking, which CMR say is equivalent to FS34096. My NIVO is mixed from Humbrol 86 with about 10% Humbrol 30. The fourth option has grey upper decking. I was very tempted by the red wing and tail tips of the 30 Squadron aircraft in Iraq but decided that this was too gaudy, so I picked a 37 Squadron aircraft based at Quetta, India, around 1932.

FS equivalents are given for the main colours, which are red, NIVO and grey, depending on which option you choose, and I suppose silver is pretty much an international colour, even though there are probably as many interpretations of silver



dope as there are modellers! My only disagreement over colour is with CMR's recommendation to use 'rust brown' for the engine's exhaust collector ring and exhaust pipes. Rust brown is the correct colour for a Ford Cortina's exhaust (remember them?). Aeroplane exhausts don't go rusty because they are made of 'special stuff' which can be a variety of shades but *not* rust brown, brick red or bronze for that matter! Just look at any airworthy Spitfire's or Mustang's exhaust or the collector ring of the Shuttleworth Trust's Gladiator to get an idea of what I mean.

Conclusion

The Wapiti was well overdue for representation in kit form and this kit has fixed that. It is not cheap, but what else could you buy for around this price that could give so many hours of pleasure both in the building and admiring? It is not an easy kit to build and it's not quite as perfect as many other kits from this maker, but it's almost worth buying it just to look at the parts, which are works of art in themselves. With a little research and skill it will result in an utterly stunning model. My efforts don't do it justice. I wholeheartedly recommend it to experienced modellers.

Thanks to CMR for having the imagination to develop this kit and for supplying it for review. Now what about a Wallace, in silver or as a camouflaged target tug?

SAMI

Me 323 Gigant

ITALERI 1/72
BY MICHAEL WUYEK

This kit is *big*, in a big, rather weak box. Inside are six sprues with a lot of parts. The *Gigant* was first released in the mid-1970s, but for an older kit surface detail is quite good, and there is no flash. The clear windows are chunky, even for such small pieces.

Construction

Step 1 begins with the fuselage interior. I left the machine guns off for later and I would recommend bracing the fuselage bottom with thick strips of plastic before adding the floor pieces. Bracing the top rear fuselage, as well as the front of the cockpit above the doors, is also recommended. Photos of the *Gigant* (and even Italeri's box top painting) show a somewhat different interior structure, as



TECHNICAL DATA

Scale: 1/72 Kit No: 1104
Price: £23.99 Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 207, Clear 37
Decal Options: Manufacturer: Italeri
UK Importer: The Hobby Company

well as a ladder on the port side, so I scratchbuilt the ladder and added additional plastic rod to the sides. Although not mentioned in the



instructions, the side doors can be assembled open. The interior was painted with RLM 02 and washed with a darker colour. When attaching the landing gear struts to the fuselage the instructions aren't quite clear, but the two squares on the struts (parts 43c starboard and 48c port) are glued to the fuselage marks, followed by the two smaller wheel assemblies, then the wheel covers. I also assembled the entire wing, including the engine mounts and ailerons, but left it off for painting. The cockpit was assembled, painted and set aside. At this time lead weights were added in the leading-edges of the wing and engine mounts to keep the *Gigant* from being a tail-sitter, although a brace is provided to keep the tail up. If you leave doors open you could add a military vehicle, with appropriate weight added, to serve as ballast.

Once all the major parts were painted and dry, wings, tail and struts were added to the fuselage, as well as cockpit and canopy. Even though I had assembled and painted them, I decided to leave off the underwing RATO packs as most photos seem not to show them.

Colour Options

Two: 4/KGZBV 323 in Russia in 1943, and 11/ KGZBV 323 from Italy, also in 1943. The only difference other than the serial numbers and the extent of black paint under the wingtips is that the



Russian Theatre machine has red spinners and yellow under the cowl. I chose the Italian Front machine.

Conclusion

If you have the space and want an impressive Luftwaffe aircraft for your 1/72 scale collection, this kit is fairly straightforward, an enjoyable build and looks pretty good. You might consider using Kristal Klear or thin clear sheet plastic for the windows, but if you want to leave the doors open, check all references for strut arrangement: www.constable.ca/me323.htm would be a good start.

The *Gigant* lends itself to the diorama if you have enough space, but I might just hang mine from the ceiling!

SAMI

Curtiss CW-22B Falcon

PLANET 1/48
BY DAVID JARRATT-KNOCK

The Curtiss-Wright CW-22 Falcon two-seat trainer was used particularly by the Dutch East Indies Air Force through WWII, and was pressed into combat service by the addition of front and rear machine guns. Planet Models' new resin kit provides alternative parts for these more aggressive versions as well as the basic trainer. The resin parts are beautifully cast, with minimal cleanup required on the major components and only the smaller parts needing release from their casting blocks. Surface detail is nicely executed and fit is generally excellent. Cockpit and engine in particular are very nicely detailed.

Construction

The Wright radial engine is beautifully rendered, comprising 22 parts, and is clearly visible on the finished model, so repays careful painting to bring out detail. The cockpit is similarly well done, and again very visible through that 'greenhouse' canopy. The Falcon builds into a nice replica out of the box, but it would give superdetailers some rewarding work. Both engine and cockpit sub-assemblies needed a bit of trimming to get them to sit well inside the fuselage



TECHNICAL DATA

Scale: 1/48 Kit No: 185
Price: £35.25 Panel Lines: Recessed
Status: New Tooling Decal Options: 3
Type: Resin
Parts: Resin 63, Vacform Clear 2
Manufacturer: Planet UK Importer: Hannants

halves, but the fit of the main components — fuselage, one-piece wing and tailplanes — was excellent. I used small amounts of filler here and there, but really I would be happy with this level of fit on a mainstream injected kit. The undercarriage is well rendered, and the main legs appear to be a different, more rigid, resin, so I'm hopeful that they won't sag over time. The canopy was one (or rather two) of the dreaded vacforms, but it fitted well, and any imperfections in the finished model are entirely my fault.

Colour Options

Decals are provided for three aircraft, all



in the same basic camouflage. Two are Dutch East Indies Air Force machines, the other a Falcon captured by the Japanese. The instructions refer to the upper camouflage colours simply as 'dark green' and 'olive', with no other more specific description or paint manufacturers' codes. A bit of research suggested that these aeroplanes were finished in US Medium Green and Olive Drab, so I used White Ensign's versions of these colours over Alclad aluminium undersurfaces.

The decals are cleanly printed but a bit thick and somewhat reluctant to settle into the surface detail even with strong

setting solutions. I ended up with a bit of silvering, although more care with the pre-decal gloss coat would probably have eliminated that.

Conclusion

This is a beautifully produced kit which I thoroughly enjoyed building. The quality of fit is as good as most injection-moulded kits and it boasts a very good level of detail straight out of the box. Any niggles are minor, and careful building will produce a satisfying replica of an unusual and attractive aeroplane.

SAMI

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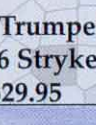
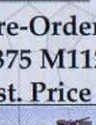
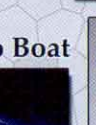
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REVELL 1/72

BY ANDY MCCABE

The six large sprues of grey and two of clear plastic are superbly moulded, with a very high level of detail. You get a lot of plastic for your money here, and just looking at the box contents suggests that this one will be a lengthy build. So it proved.

Construction

The cockpit comes first and has plenty of detail, with decals for the instrument panels. The nosewheel bay is fitted to the underside of the cockpit assembly and the instructions show the forward undercarriage leg assembled and fitted at this stage, although it can be fitted later as it simply slots into place. The next stage is the cargo bay, which is highly detailed and a kit all on its own. The seats all have moulded harnesses, and the sidewalls, roof and forward bulkhead feature raised and recessed detail. Don't forget to decal these parts before you assemble them as the instructions are misleading at this stage. The cockpit and cargo bay took me virtually a week to complete, and you really need to take care here as they affect the fuselage join and the main undercarriage bay assemblies later on if they are put together even slightly incorrectly, as I found out. Before the fuselage halves are joined you need to add 70 grammes of weight, although finding space for it is a problem as there is very little room, but if you intend to



TECHNICAL DATA

Scale: 1/72 Kit No: 04602
Price: £19.99 Decal Options: 5
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 224, Clear 13 Manufacturer: Revell

display the rear ramp down it will act as a prop. The main undercarriage assemblies are nicely detailed but fairly flimsy at the joint with the fuselage considering that this is a large, heavy model. I also had reservations as to whether or not they would be level once the wheels were on. Unfortunately they cannot be left off for fitting and aligning later on as the forward leg assemblies protrude through the forward gear bay bulkhead and assemble around it before the outer cowlings are glued into place, so take a big breath, commit yourself and hope that it all works out. The flight deck windows are in a one-piece section that incorporates the forward upper fuselage, and needed filler to blend it into the fuselage. The rear cargo door hydraulic rams are very delicately moulded and were



not fitted until I was ready to fit the ramp itself, but even then they buckled due to the weight of the tail, so I replaced them with thicker styrene rod.

Colour Options

The model was primed with Humbrol grey acrylic then the upper surfaces were sprayed with Humbrol 125 dark grey. The camouflage pattern was masked off with a combination of Blu-Tack and tape then Humbrol 86 light olive was applied. The lower fuselage, wings and tailplane surfaces were sprayed with Humbrol 27002 aluminium.

The large decal sheet is superbly printed with exceptional clarity and includes some spare items in case of error. All options are in the same camouflage colour scheme of grey/green upper surfaces with natural aluminium undersides: Lufftransport Geschwader 61 (LTG 61), Penzig, Bavaria, Germany, November 1987; LTG 61, Penzig

Bavaria, Germany, November 1980; LTG 63, Hohn Schleswig-Holstein, Germany winner in the 'Maintenance' category at Exercise *Valant Rodeo* in North Carolina, USA, summer 1982; LTG 62 at Wunstorf, Germany, May 1981; and Armée de l'Air, 64eme Escadre de Transport ET 2/62 Anjou, Reims-Champagne, France.

Conclusion

This is one of the best military transport models on the market, and one for which Revell have to be commended. The moulding is crisp with ample raised and recessed surface detail, fit of parts is excellent, the decal sheet superb and the instructions (all 20 pages of them) are as concise, though they need to be studied carefully throughout construction. In a short review it is difficult to convey how good (or bad) a review kit is. This is good. Very good.

SAMI

A-26B Invader (B-26B)

REVELL 1/72

BY MIKE KING

This kit is the same tooling as the recent Italeri releases. The contents comprise 120 parts on five sprues, some of which are not needed for this version. They are comprehensive and beautifully moulded, with excellent surface detail but with a couple of annoying sink marks.

Construction

Despite my prejudice against silver plastic this kit is a quality product. The bomb bay comes with bombs and racks, but I have a feeling the style of bomb provided is only really suitable for a WWII variant, and as the kit options are of Korean War and French Indo-China vintage I left them out. The cockpit floor is moulded in one piece with various consoles and boxes, and to it are added seats, control column, instrument panel and bulkheads. The floor also has the bomb aimer's position moulded on, but this is only relevant for the clear-nosed versions and must be cut off to allow weight to be added in the nose. The instructions recommend using 20 grams, but I suggest adding a bit more just to be on the safe side. You'll need to cut off the door actuators



TECHNICAL DATA

Scale: 1/72 Kit No: 04310
Price: £13.99 Decal Options: 4
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 92, Clear 4 Manufacturer: Revell

if you intend to close the bomb bay, but the fit here is poor with no positive location points for the doors, so take it slowly. The engine nacelles need care to avoid misalignment. The main wheel wells are devoid of detail, which is a shame as the nose bay has some nicely moulded ribs. The rest of the kit went together well, but if you intend to build either of the two French versions make sure that you open up the specified holes in the lower wings to fit the underwing gun packs. These are the worst fitting parts of the kit, as only their middle sections gets anywhere near touching the wing.



Colour Options

Four: two American and two French. Despite the lure of the American nose art I chose to finish mine as one of the French versions operating in Indo-China, both of which were natural metal overall. For this I used Humbrol polished and matt aluminium which went on very easily, giving a nice smooth finish.

The decals looked thick and were very matt, but with plenty of setting solution they went on very well indeed and snuggled nicely into that beautiful panel detail. The edges to the nose scalloping come as decals (thank you Revell!) and

although applied with trepidation also went on without a hitch.

Conclusion

There were times when I thought that this was a good kit which could and should have been a great one, but as long as you take time and exercise patience there aren't any major pitfalls. Not one for the complete beginner, but I'll definitely be spending some of my hard-earned on building another one of the versions. Recommended for those with patience and a bit of experience.

SAMI

Hansa W.12/III

CMR **1/72**
BY RICHARD JOHNSON

One of a series of formidable German World War I seaplanes, the W.12 was used to great effect by the German Navy until the arrival of the even better W.29. This CMR kit is produced entirely in resin, and includes three colour options contained on a large decal sheet that also supplies the German Navy hexagonal printed fabric in its entirety. The casting is very impressive, all the smaller items having sharp and delicate detail, with the engine and interior being very well represented. Several good references are suggested in the instructions, to which I would add that it might be useful getting hold of *SAMI* Vol 6 (4) which features two previous W.12 kit builds and a profile on the aircraft.

Construction

The instructions are of the single exploded view variety, à la vintage Heller kits, and provide you with a vague idea of where all the parts go, but nothing more. It just makes you study reference photos with more scrutiny! The interior is great, with lots of detail that fits well and really looks the part. I painted the interior matt white with a hint of yellow added. The Benz Bz



TECHNICAL DATA	
Scale: 1/72	Kit No: 5003
Price: TBA	Panel Lines: Recessed
Status: Revised tooling	Type: Resin
Parts: Resin 45	Decal Options: 3
Manufacturer: CMR	UK Importer: Hannants

III engine is equally fine, and responds well to a mixture of Humbrol metallics and ink washes. The fuselage halves join together superbly, as do the wing and tail sections. The look of most biplane models hinges on the struts and alignment of the upper wing and it was this area that caused me the most problems. The struts that are supplied are thin and to scale and certainly fit well, but, with only four of them, they are just not up to the job of supporting the one-piece upper wing. On my model they bent slightly and look rather odd. Happily, the same cannot be said of the float struts, which are equally thin but fit so well and in greater numbers



that they support the not inconsiderable weight of the aircraft without any problems. The flat windscreen is not included in the kit, although it is clearly depicted in the colour illustration.

Colour Options

The colour guides are comprehensive, although they leave the exact colours used up to the individual in all three schemes, suggesting only basic names such as 'dark grey' or 'light grey/blue'. Given the controversy over WWI colours this is perfectly acceptable. Undersurfaces were painted clear-doped linen (Humbrol 74), with the uppersurfaces being a combination of Humbrol 109 and 147. The crux of this kit is the lozenge decals and I was delighted with them. They adhere well and conform to all the surfaces without obscuring detail. All the

decals are exceptionally well printed and go on a treat, the only noteworthy point being that the elevator horns on the upper wing had to be removed and reattached prior to this process. The decals responded well to Micro Sol but I am not sure if this was necessary, they are that good.

Conclusion

CMR have produced a fine kit here and one that is very enjoyable to build. Minor gripes regarding the struts are overshadowed by the general ease of construction and excellent fine detail, together with those fantastic decals. I am happy to recommend this kit to all, and especially to those who enjoy building seaplanes.

SAMI

Albatros D.V (Weekend Edition)

EDUARD **1/48**
BY MIKE KING

This is another in the excellent 'Weekend' series of reissued Eduard kits and is in the usual style, with just one set of markings, no photo-etched accessories or masks, just the plastic components and a painting and decal placement guide on the lid. The kit comprises 60 parts moulded in the standard 'Weekend' caramel-coloured plastic. The parts display excellent restrained panel lines and fabric effect, and beautifully thin wing trailing-edges.

Construction

Construction starts with the cockpit. The level of detail here is very comprehensive albeit in a Spartan WWI way. Sidewall detail is moulded on and there are all the necessary bulkheads, panels, switches and pumps to give a busy appearance. The engine is a nice little sub-assembly and when in situ looks very good indeed, although I recommend ignoring the instructions regarding the exhaust which they suggest fitting right at the end of construction at the same time as the rigging — no, no, no! I hollowed out the end of the exhaust and put it in place when the fuselage was complete and painted, and very glad I was too as it would have been nigh on impossible to have done it any later, particularly trying to negotiate it past the cabane strut. Sandwiching everything together when



TECHNICAL DATA	
Scale: 1/48	Kit No: 8406
Price: £6.80	Panel Lines: Recessed
Status: Reissue	Decal Options: 1
Type: Injection Moulded Plastic	
Parts: Plastic 58	
Manufacturer: Eduard	UK Importer: Hannants

gluing the fuselage halves is something of a juggling act because the tubular machine gun mount needs to pop into a little recess and takes careful manipulating. Adding the lower wing and tailplane revealed the only areas that needed filler. I had the devil's own job getting the upper wing to go on satisfactorily. All the struts seemed fine length- and proportion-wise, but it took several attempts and a lot of persuasion and swearing to get the wings aligned. The cabane strut location holes may be slightly misaligned. Rigging is straightforward. I used lengths of stretched tinned copper wire taken from the core of electronic component cable — lovely stuff, nicely to scale in 1/48, and dirt-cheap to boot.



Colour Options

Being a 'Weekend' kit there is only the one scheme, for the well-known mount of Hans von Hippel of Jasta 5. I used mostly LifeColor acrylics throughout. Gloss emerald green was used on the tail and tailplane. The lower surfaces of the wings were painted RLM 65, while RLM 71 and violet were used for the uppersurface camouflage. This latter colour was mixed using the standard LifeColor violet and white.

The decal sheet is beautifully printed, thin, glossy, perfectly in register with good colour density.

Conclusion

The only things really missing from the kit are a set of etched belts, the upperwing aileron actuator housings which are a feature of the D.V, and the clear windshield, which I feel could be included while still keeping within the spirit of the 'Weekend' version. As a biplane it's not really for the first-time modeller, and the problems I had attaching that upper wing mean that patience is needed. Nonetheless, I can recommend it to anyone with a modicum of experience. The colour scheme will entice a few non-WWI builders, and hopefully some younger modellers too.

SAMI

Focke-Wulf Fw 190A-5

EDUARD 1/48

BY JAMES GRIFFITHS

The first thing that grabs you about this kit is the superb box art, showing a 'Butcher Bird' in action, and from then on it's one Wow! after another as the lid is lifted and a sea of plastic (six brown sprues, and one clear) just flows out. These are accompanied by a very neatly printed etched fret, paint mask, two decal sheets, a stencilling diagram and a 16-page and full colour instruction manual. How does it all fit in there? The number of parts is staggering, but a quick look at the instruction book showed that many are omitted for this variant, which I viewed as somewhere between a relief and a shame!

Construction

I started with the engine, as I couldn't wait to see how that BMW 801 looked,



Fw 190A-5



TECHNICAL DATA

Scale: 1/48	Kit No: 8174
Price: £21.60	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 140, Clear 8, Etched 49	
Manufacturer: Eduard	
UK Importer: LSA/Hannants	

and I wasn't disappointed. With the addition of the recently released detail set for it this engine would make a fine model in its own right! Once this was done I moved onto the etched interior set, beautifully produced and an excellent fit, but with some very small components, some of which are duplicated — a useful touch. Fitting the fuselage halves, cockpit and forward gun bay is an exercise in patience as the fit is very tight and requires a few dry-runs and adjustment before introducing glue into the equation. I had read that there is a fit issue with the wings but I didn't

experience this. Again a few dry runs helped, and only a little filler was required at the forward ends of the roots.

Colour Options

Four, three of them RLM74/75/76, and one RLM71/74/75/76, all with substantial differences in armament and decoration, especially around the cowlings. Decals are printed in very good register and are very crisp, even for the smaller stencils. Very little soaking was required to get the decals off the backing paper, and once on the model they sat nicely and dried into the panel lines with virtually no need for setting solutions.

Conclusion

A superb kit of one of the principal Luftwaffe fighters, with plenty of options for multiple versions. The open cannon bays and engine lend themselves to diorama making, and I imagine that it is no coincidence that Eduard also produce a set of Luftwaffe ground crew (see SAMI August 2006). This is a real kit builder's kit with lots to keep you interested right up to the final coat of varnish, and I have no hesitation in recommending it to all but the most inexperienced.

SAMI



Horten (Gotha) Go 229

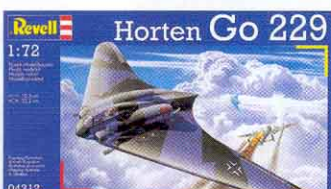
REVELL 1/72

BY TIM LARGE

Packed in Revell's usual end-opening are 71 parts on four sprues, three in a light grey plastic, one, for the two part canopy, in crystal clear. All exterior surface panel lines are recessed, with areas such as the main wheel bay having raised detail. The instructions are Revell's usual affair, in four easy-to-follow pages of 23 sections for the build and two for paint and decals. A very nice set of decals, printed in Italy, is included.

Construction

Construction is so straightforward that it took me just one day to build it. There were one or two items to note, but nothing too serious. The first is Part 9, the framing for the gunsight, which needs to be fitted the opposite way round to that shown in the instructions.



TECHNICAL DATA

Scale: 1/72	Price: £6.99
Kit No: 04312	Panel Lines: Recessed
Status: Reissue	
Type: Injection Moulded Plastic	
Parts: Plastic 69, Clear 2	Decal Options: 2
Manufacturer: Revell	

Two 30 mm MK 108 cannon are supplied. I fitted the two feed trays (Parts 19) upside down so the shells moulded into them can be seen if you fit the inspection panels open. Part 23, the nose, needs a little fiddling to get a snug fit. The wings fit with a pin-and-hole joint. I found the right-hand side needed a little adjustment to stop a lip forming on the top of the main fuselage, and just a touch of filler was required to fill in a sink mark on the underside of the intake on the nose.

Colour Options

Two, both from JG400: Red 13 with a light/dark grey upper surfaces and light blue undersides and Blue 4 in light/dark



yellow with Die Schwarze 13 written on it. I've seen this applied to a Me 163B-1 and that is where it's going to go, when I get round to building a new Komet in 1/72 scale.

Conclusion

The mould dates from 1994 and is not a newly tooled kit as many may have been led to believe. However, it's none the worse for its age, looking fresh and new and a welcome return. Just one thing lets it down and that is that no engines are supplied, which is unfortunate as they are visible through the big front wheel well. There is an Eduard etched brass set and Express Masks for the Go 229 which spruce it up no end, so if you have any interest in the development of early jet aircraft, you won't regret treating yourself to this kit.

SAMI

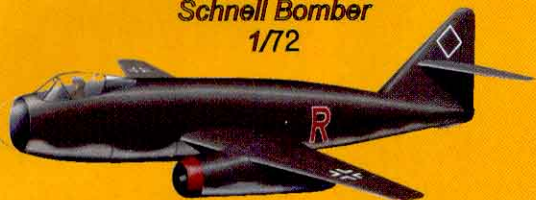




PLANET models



PLT 190
Messerschmitt Me P. 1100A
Schnell Bomber
1/72



PLT 193
Focke Wulf Fw 190V-18/U-1 Känguru
1/48



PLT 164 Westland Welkin Mk.I
1/48



PLT 192
Heinkel P.1078C
„German All-Wing
Fighter Project“
1/72



PLT 191
Scott Viking "British
Pre WWII Sailplane"
1/48



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**New
releases**

**Available
now**

Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

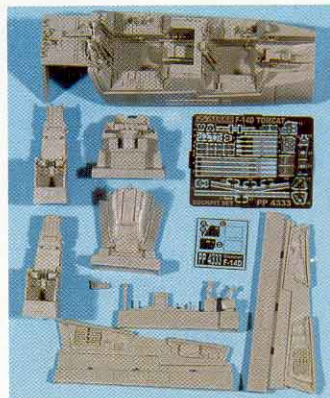
Office Furniture

AIRES

With the retirement of the F-14 Tomcat from US Navy service it is only fitting that a number of manufacturers have produced a range of decals and detailing accessories. This month from Aires we have two sets, one in 1/72 scale for the F-14A and in the larger 1/48 scale we have one of the most amazingly detailed sets that I have ever seen, using a mix of brass and resin.



F-14A Tomcat Cockpit Set



F-14D Tomcat Cockpit Set

1/72

Messerschmitt Bf 109G-10 Cockpit Set

Product No: 7143 Price: £4.50

Designed for: Revell

F-14A Tomcat Cockpit Set

Product No: 7163 Price: £7.25

Designed for: Hasegawa

1/48

Spitfire F Mk 24 Cockpit Set

Product No: 4334 Price: £7.25

Designed for: Airfix

Focke-Wulf Fw 190A-8 Cockpit Set

Product No: 4303 Price: £7.25

Designed for: Tamiya

F-14D Tomcat Cockpit Set

Product No: 4333 Price: £12.75

Designed for: Hasegawa

Hispano 20 mm Cannon with Flame Dampener

Product No: 4335 Price: £4.50

Designed for: N/A

1/32

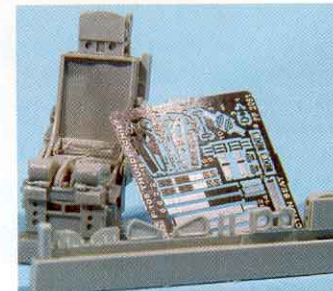
F-105 Thunderchief Ejection Seat

Product No: 2051 Price: £7.25

Designed for: Trumpeter



Hispano 20 mm Cannon with Flame Dampener



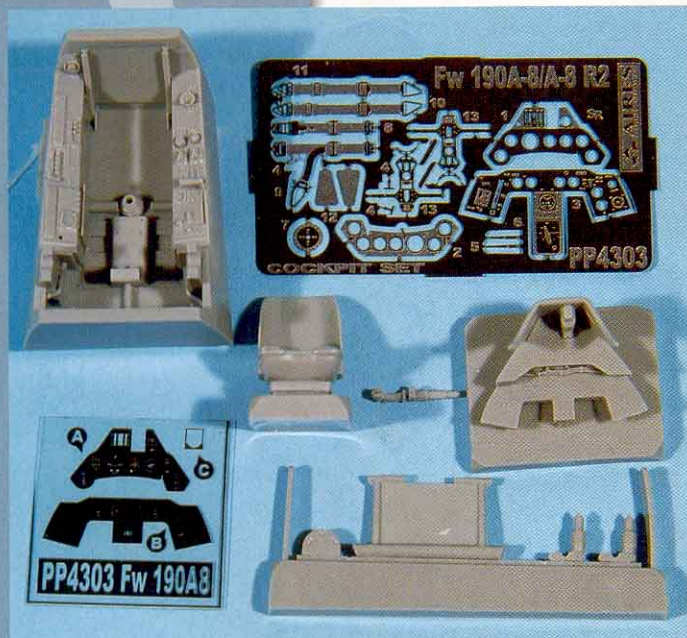
F-105 Thunderchief Ejection Seat

Conclusion

Maintaining the high standard that Aires have become renowned for over the last few years, and if anything the F-14D set surpasses anything they have produced before, I just hope the photograph that accompanies this review does it justice.

These items can be purchased from LSA Models and Hannants.

SAMI



Focke-Wulf Fw 190A-8 Cockpit Set

Wimpey Wheels

MASTERCASTERS

Just missing last month's Trumpeter Wellington-dominated Accessories section was the latest wheel set from Mastercasters. Well cast in grey resin with only minimal cleaning up required before use, these tyres feature a



Wellington Wheels

realistically weighted look, not the 'flat tyre' appearance sometimes seen in such items from other companies.

1/48

Wellington Wheels

Product No: MST48004 Price: £3.95

Designed for: Trumpeter

Conclusion

If you hate the rubber tyres that Trumpeter regularly use in their kits you should visit the Mastercasters website as their range predominantly supplies resin replacements for these items. They also

produce the ultimate update sets for the retooled CF-105 Arrow from Hobbycraft, plus their range of sanding sticks. New items in production by the time you read this should be wheels for the 1/32 scale A-7 Corsair II, Me 262 and 1/48 Wyvern, plus an extensive cockpit and wheel well update for the Hobbycraft 1/48 scale Avro Canada CF-100.

You can view the full range plus their latest projects at www.mastercasters.co.uk. Their range can be purchased from Cammett Ltd and the SBX Model Shop.

SAMI

Metalwork

Alclad II

Just received from Little Cars.Com are some new colours in the Alclad II Lacquer range of metallic colours. When this range was first launched it caused a revolution in modelling as realistic metal finishes could now be obtained by anyone with an airbrush. Application is easy. You start by applying a primer coat to protect your model from the cellulose carrier which can damage plastic surface if applied directly to the model's surface. Next, you shake the bottle for a minute before decanting a small quantity into

your airbrush's cup and lightly spray on your selected colour — I advise pressure about 10-12 psi if you can adjust your compressor that low. The big advantage of this range is that within a few minutes the Alclad is cured enough that you can spray further coats, or mask off selected panels and apply a different shade. The realism that you can achieve is amazing, and now I have little fear of building models with natural metal finishes, whereas before Alclad II became available I would have avoided them at all costs.

The four new colours are:

Semi Matt Aluminium

Product No: ALC 116

Dull Aluminium

Product No: ALC 117

Airframe Aluminium

Product No: ALC 118

Gold Titanium

Product No: ALC 119

Conclusion

I can think of many applications for all of these colours and in particular cannot wait for Trumpeter's forthcoming 1/32 scale F-100 Super Sabre so I can use them all to best effect.



Our thanks to Little Cars.Com for supplying the review samples, These, along with the other Lacquer colours and Alclad II range of primers, can be purchased from their website at www.little-cars.co.uk

SAMI

Stukas, Spitfires and Sukhois

QUICKBOOST

The Aires budget range goes from strength to strength with some really nice simple conversions and improvement sets in all three major scales. My eye was drawn by two 1/32 scale sets: a very nice ejection seat for the Su-27 Flanker complete with moulded-on straps that will look very realistic once painted, and a set of propeller blades for Hasegawa's Stuka. One of the few problems on this kit was its anorexic propeller blades, which this set replaces with correct paddle-blades, though I have a concern about the tips which appear a bit too squared-off. It's relatively easy to correct with a sanding stick if you too think it is wrong.

In the smaller scale there is a really fine conversion for the 'plank wing' F4F-3 Wildcat from Hasegawa's F4F-4, comprising two well-cast wings which simply replace the kit's folding surfaces. True, there is a bit more work than that required to create a -3, but this set does the hardest part for you.

1/72

Junkers Ju 87 Stuka Exhausts

Product No: QB 72 074 Price: £1.50

Designed for: Fujimi

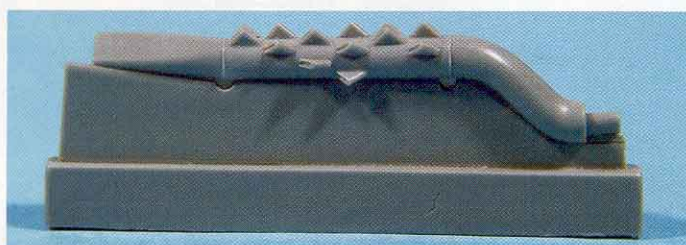
Junkers Ju 87D Stuka Exhausts

Product No: QB 72 075 Price: £1.50

Designed for: Italeri



Junkers Ju 87D Stuka Propeller



Fairey Swordfish 'Porcupine' Exhaust

Messerschmitt Bf 109G-6 Propeller with Tool

Product No: QB 72 076 Price: £1.99

Designed for: Hasegawa

Focke-Wulf Fw 190F Wide Propeller Blades

Product No: QB 72 077 Price: £1.99

Designed for: Hasegawa

F4F-3 Wildcat Wing Conversion

Product No: QB 72 078 Price: £3.50

Designed for: Hasegawa

P-51A Mustang Exhausts

Product No: QB 72 080 Price: £1.50

Designed for: Academy

P-61A Black Widow Engines

Product No: QB 72 081 Price: £2.60

Designed for: Dragon/Bilek

1/48

Messerschmitt Bf 109F Tropical Dust Filter

Product No: QB 48 084 Price: £1.90

Designed for: Hasegawa

Messerschmitt Bf 109E Exhausts

Product No: QB 48 085 Price: £1.99

Designed for: Tamiya

P-47D Thunderbolt Undercarriage Covers

Product No: QB 48 086 Price: £2.60

Designed for: Hasegawa

Fairey Swordfish 'Porcupine' Exhaust

Product No: QB 48 088 Price: £1.99

Designed for: Tamiya

Spitfire Mk IX Slipper Tank

Product No: QB 48 089 Price: £2.60

Designed for: Hasegawa/Revell

Yakovlev Yak-1 Exhausts

Product No: QB 48 091 Price: £1.99

Designed for: Accurate Miniatures/Eduard

P-39Q/N Airacobra Exhausts

Product No: QB 48 092 Price: £1.99

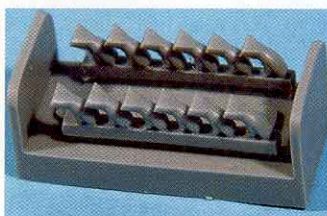
Designed for: Hasegawa

1/32

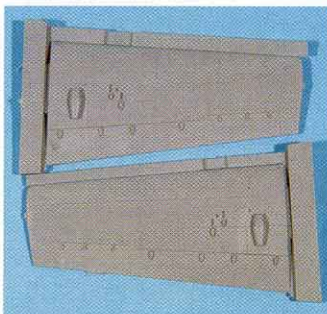
Su-27 Ejection Seat with Harnesses

Product No: QB 32 004 Price: £3.50

Designed for: Trumpeter



P-39Q/N Airacobra Exhausts



F4F-3 Wildcat Wing Conversion



Junkers Ju 87D Stuka Exhausts



Spitfire Mk IX Slipper Tank

Junkers Ju 87D Stuka Propeller

Product No: QB 32 022 Price: £2.60

Designed for: Hasegawa

Messerschmitt Bf 109E Exhausts

Product No: QB 32 023 Price: £2.60

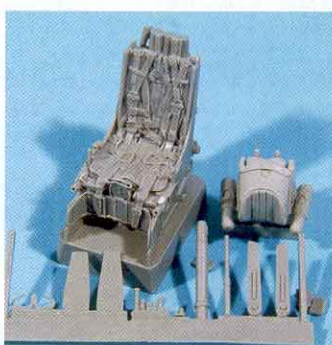
Designed for: Hasegawa

Conclusion

This range offers such superb value for money that I wonder how Quickboost make a profit on them? So, buy now before someone figures this out!

UK stockists are LSA Models and Hannants.

SAMI



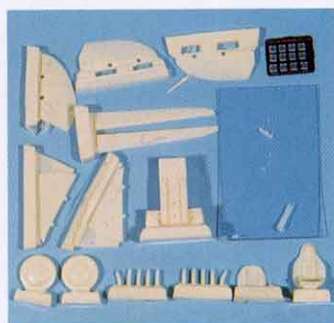
Su-27 Ejection Seat with Harnesses

Go Figure

CMK

Just for a change most of the sets from CMK this month are not for detailing aircraft, but a selection of their latest figure kits. The subjects are specific pilots, and the box art includes a black-and-white photograph of the subject. The exception is a small diorama of three downed RAF bomber crew in a liferaft which seems to be based on the full-scale diorama that was on display at the RAF Museum at Hendon for many years, copied right down to the carrier pigeon being released by one of the figures!

All casting is to the highest quality,



Polikarpov I-16 Typ10/17 Exterior set

with only a small amount of cleaning up required before assembly.

1/48

Polikarpov I-16 Typ10/17 Exterior set

Product No: 4180

Price: ETBA

Designed for: Eduard

Despite its title this set supplies a corrected cockpit floor and detailed pilot's seat, a complete set of positionable control surfaces, plus wheels and exhaust pipes.

Luftwaffe Ace Hermann Graff

Product No: 48122

Price: ETBA

Designed for: Messerschmitt Bf 109G



RAF Ace Josef Frantisek



Luftwaffe Ace Hermann Graff

RAF Ace Josef Frantisek

Product No: 48124

Price: ETBA

Designed for: Hurricane Mk I/II

RAF Pilots in Dinghy

Product No: 48166

Price: ETBA

Designed for: N/A



RAF Pilots in Dinghy



Vietnam Ace Steve Ritchie

1/32

Vietnam Ace Steve Ritchie

Product No: 32126

Price: ETBA

Designed for: F-4E Phantom

Conclusion

CMK figures are well cast with facial features nicely portrayed and good detail on the clothing. Placing a figure next to your model adds a sense of scale to the aircraft and adds interest. I

find painting them makes a pleasant diversion from aircraft modelling, requiring a very different set of techniques and opening up a whole new area of the hobby for me.

These items can be purchased from Hannants.

SAMI

Shine On

SNJ SPRAY METAL

Not so many years ago one of the most difficult finishes for modellers to reproduce was shades of natural metal. Then SNJ was launched and anyone with an airbrush could reproduce a realistic metallic finish. Unfortunately SNJ disappeared from the market, to be replaced for many by Alclad 2, but now under the ownership of Hawkeye's Hobbies SNJ is back, and better than ever.

For those new to this product I will give a brief guide to its use. First, as with all metal finishes, it is the preparation that will make or break your model. Any small blemish will be magnified by the shiny surface, so you have to be meticulous that all your seams are filled perfectly and there are no scratches in the surface of the plastic. For this I use the Mastercasters range of sanding sticks — especially their Miracle Shine Stick — to get a mirror smooth finish. I apply a primer coat of Halfords aluminium car paint, for two reasons: you can see any mistakes that need further attention with the sanding stick; and the aluminium base means that that you do not need as many coats of the metal lacquer.

Now it's time to thoroughly agitate the SNJ bottle to ensure that the metal particles are well mixed before you decant it into your airbrush — remember a little will go a long way. With my

compressor set between 10-15 psi I apply a number of light coats, usually between three and four coats, leaving about 10 minutes between applications. I now leave the model for about an hour before I use Tamiya masking tape to mask off panels before applying the final metal finish using SNJ's unique metal polishing powders that are available in the same finishes as the lacquers. These powders can be used to change the patina of the sprayed metal finish by applying small quantities of different shades to obtain a wide-ranging variation in tone and colour. A few words of warning about the powders: This stuff is very fine and gets everywhere if spilled, so be careful once you have the lid of the pot. Secondly, the metal powder is not good for the lungs, so as with airbrushing wearing a proper facemask is advisable. Finally, use a good quality cotton bud or make-up applicator to rub the powder into your model — the cheaper varieties tend to break up quickly, with the risk of marking your nice metal finish.

Once you are happy with the finish put your model aside for at least four hours to let the finish fully cure before further handling. The final metal finish is satin and you can apply decals directly to it. If required a final varnish coat can be applied to blend in the decals and protect the metal finish from repeated handling.

There is a range of colours available, but the ones supplied to us are those



most of use to the aircraft modeller:

Spray Metal Aluminium Product No: SNJ SMAL

Spray Powder Aluminium Product No: SNJ PPAL

Spray Metal Platinum Product No: SNJ SMPL

Spray Powder Platinum Product No: SNJ PPPL

Spray Metal Pewter Product No: SNJ SMPW

Spray Powder Pewter Product No: SNJ PPPW

Spray Metal Gunmetal Product No: SNJ SMGM

Spray Powder Gunmetal Product No: SNJ PPGM

In addition, the following are also available in both powders and liquid: Gold, Bronze and Copper.

Conclusion

I am still experimenting with applying these finishes on my models but my initial results look absolutely stunning,

far superior to anything I have managed previously. In due course I am sure you will see some of my SAMI build articles using these samples. I am especially looking forward to Trumpeter's release of their F-100 Super Sabre in June so I can utilise them to maximum effect on a large-scale model.

Hawkeye's Models have a website at www.hawkeyeshobbies.com which includes a tutorial in using SNJ Metals. For UK modellers the full range is now imported by Cammett Ltd, Adlen House, Eardisland, Leominster, Herefordshire HR6 9BD, tel: 01544 388514 email: cammettco@btinternet.com web: www.cammett.co.uk

SAMI

Transforming Tony

MDC

MDC and Radu Brinzan joined forces to release the Ki-61 *Tony* to much acclaim at Scale Modelworld 2006 and now they have continued the theme by releasing some sections of this kit for those modellers who have been hoarding a Revell Ki-61.

This kit was one of the Holy Grails of large-scale model builders for many years, released in the early 1970s and never reissued, allegedly because the moulds

were lost at sea. It now commands astronomical prices on eBay.

Although these sets are based on the MDC *Tony* they are not the same, as there are subtle changes to make the parts fit the Revell kit. This includes a cockpit insert which corrects the cross-section behind the pilot, and a separate wheel well insert of correct depth. The modifications are well illustrated in the comprehensive instructions which use a mix of photographs and text to guide you through the construction process.

As well as the two detail sets there is also a very nicely cast Japanese pilot in full flying kit with separately moulded

parachute pack — perfect to stand next to your MDC/Revell *Tony* or Hasegawa *Frank*.

1/32

Ki-61 Cockpit

Product No: RB32001

Price: £TBA

Designed for: Revell

This set supplies everything you need to produce a first-rate cockpit including a set of MDC's wonderful instrument decals.

Ki-61 Wheel Well

Product No: RB32002

Price: £TBA

Designed for: Revell

This set supplies resin main undercarriage legs as well as a choice of wheels, plus a template to produce the metal bow used to retract the main undercarriage doors.

Japanese Army Pilot

Product No: Not Known

Price: £TBA

Designed for: N/A

Conclusion

The quality of casting is up to MDC's usual high standards and Radu Brinzan's



Japanese Army Pilot

research is first-rate. If you have a started Revell *Tony* hiding away, treat yourself to these sets and bring it in to the 21st century. However, if you have a mint, boxed example, sell it on eBay for ridiculous money and purchase the far superior MDC Ki-61 *Tony* which includes all the detail of these sets plus far more!

These sets can be purchased direct from MDC, or if you are visiting the UK capital, most of the MDC range is now available from Hannants London.

www.modeldesignconstruction.com

SAMI



Ki-61 Wheel Wells



Ki-61 Cockpit

Masks and Brass

EDUARD

There are two major themes in this month's brass releases from Eduard, the first unsurprisingly for Trumpeter's 1/48 scale Wellington with no fewer than four sets. The second is for MPM's He 177 Greif, which gets both an internal set with pre-coloured cockpit parts and an external set. As usual with Eduard the pre-coloured cockpit frets have also been released separately in their cheaper Zoom range. Once again we have no new brass in 1/72 scale this month but there is a bumper bundle in the mask range, plus two 1/32 scale sets, but no new 1/48 releases.

1/72

F4U-1 Corsair Birdcage

Product No: CX 171 mask Price: £2.50

Designed for: Tamiya 60774 kit

Messerschmitt Bf 109G-10

Product No: CX 172 mask Price: £1.99

Designed for: Revell

Meteor FR.9

Product No: CX 173 mask Price: £3.70

Designed for: MPM

MiG-21 bis

Product No: CX 174 mask Price: £2.50

Designed for: Zvezda

MiG-21 PFM

Product No: CX 175 mask Price: £2.50

Designed for: Zvezda

Gannet AS.1/4

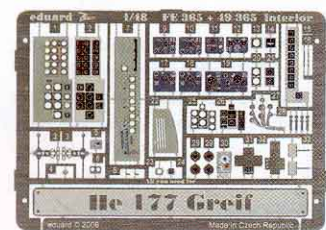
Product No: CX 178 mask Price: £3.70

Designed for: Trumpeter

Horten G6 229

Product No: CX 179 mask Price: £2.50

Designed for: Revell



He 177 Greif Interior

Focke-Wulf Fw 200C Condor

Product No: CX 181 mask Price: £4.99

Designed for: Revell

1/48

Messerschmitt Bf 109F-2

Product No: FE 346 Zoom Price: £4.99

Designed for: ICM

He 177 Greif Interior

Product No: FE 365 Zoom Price: £4.99

Designed for: MPM

Wellington Mk I Cockpit Interior

Product No: FE369 Zoom Price: £4.99

Designed for: Trumpeter

He 177 Greif Exterior

Product No: 48 543 Price: £11.75

Designed for: MPM

Wellington exterior

Product No: 48 548 Price: £11.75

Designed for: Trumpeter

Wellington Landing Flaps

Product No: 48 549 Price: £13.50

Designed for: Trumpeter

Focke-Wulf Fw 190A-5

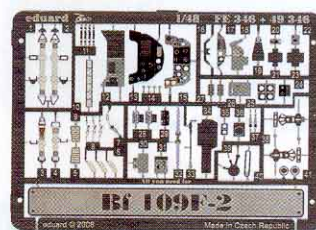
Product No: 48 557 Price: £11.75

Designed for: Eduard

Wellington Mk I Mid-Fuselage Interior

Product No: 48 559 Price: £13.50

Designed for: Trumpeter



Messerschmitt Bf 109F-2

Messerschmitt Bf 109F-2

Product No: 49 346 Price: £11.75

Designed for: ICM

He 177 Greif Interior

Product No: 49 365 Price: £15.50

Designed for: MPM

Wellington Mk I Cockpit Interior

Product No: 49 369 Price: £15.50

Designed for: Trumpeter

1/32

F2A Buffalo

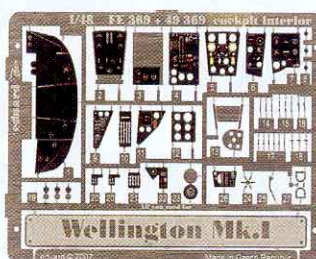
Product No: JX 062 mask Price: £7.50

Designed for: Special Hobby

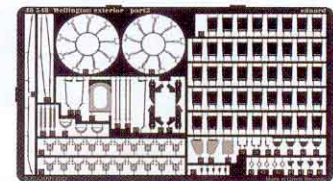
Ju 87D Stuka

Product No: JX 063 mask Price: £5.60

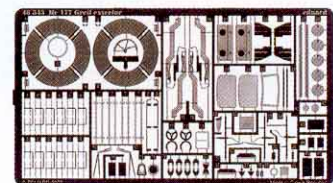
Designed for: Hasegawa



Wellington Mk I Cockpit Interior



Wellington Exterior



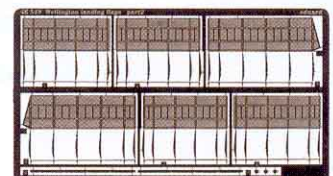
He 177 Greif Exterior

Conclusion

These mask sets make framing complicated multi-pane canopies like the 1/72 Revell Fw 200 Condor's and 1/32 Hasegawa Ju 87D's a piece of cake, and the result will be far superior to anything you can produce painted freehand. I love the Zoom range, as these sets detail the cockpit and do not require hours of work to install, and another plus for those on a budget is that they are far cheaper than the standard sets.

In the UK these sets can be purchased from LSA Models and Hannants.

SAMI



Wellington Landing Flaps

Aftermarket decal sheets are another of those crucial aspects of the hobby that excite such attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

Emils, Gustavs and Butcher Birds

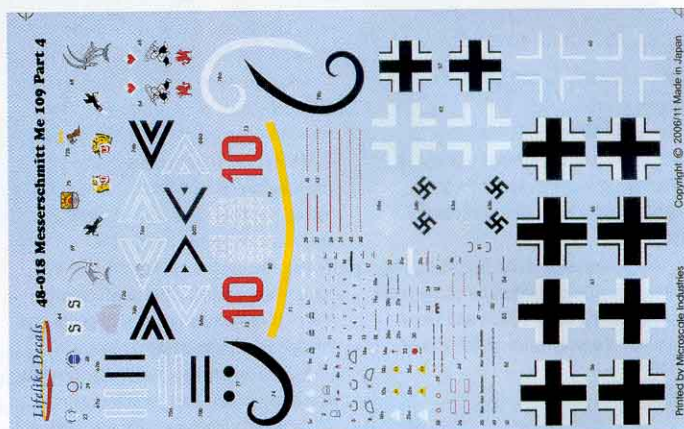
LIFELIKE DECALS

The latest sheets from this Japanese manufacturer continue their coverage of the Bf 109 and Fw 190 families. Each sheet includes informative text combined with full colour instructions with side and plan views. One thing I like about Lifelike's sheets is that each covers a selection of different variants. Stencils are supplied for one aircraft and national insignia for two.

1/48

48-018 Messerschmitt Me 109 Part 4

1. Me 109E-3 flown by Maj Ernst Freiherr von Berg, Kdr III./JG26, probably May 1940, Chievres, Belgium.



48-018 Messerschmitt Me 109 Part 4

2. Me 109E-4 flown by Kdr II./JG26, period and location unknown.
3. Me 109G-6 (W/Nr 411960) flown by Hpt Franz Dorr, Kdr III./JG5, mid-May 1945, Gossen, Finland.
4. Me 109G-14/AS flown by Uffz Wolfgang 'Lumpi' Hudsorfer of 2./JG300, September 1944, Esperstedt, Germany.

48-019 Focke-Wulf Fw 190 Part 2

1. Fw 190A-4 flown by Oblt Siegfried Schnell, Sta Kap 9./JG2, mid-February 1943, Vannes, France.
2. Fw 190F-8 of I./SG4 or Stab/SG4, September 1944, Wenden, Germany.
3. Fw 190A-4 flown by Maj Walter Nowotny, Kdr JG101, spring/summer 1944, Pau, France.

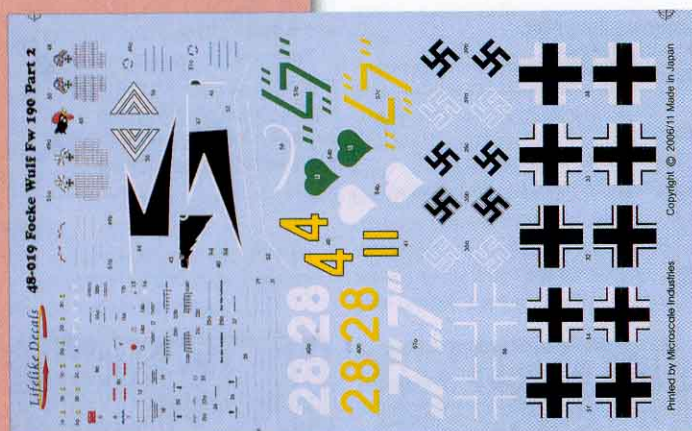
4. Fw 190A-3 of 2./EJGr West, 1942, Cazaux, France.

Conclusion

As always the decals are immaculately printed by Microscale Industries and though some modellers will groan at yet more sheets for the '109 and '190, many will welcome the interesting choice of schemes.

In the UK these sheets are available from Hannants and for our overseas readers Hobbylink Japan also carry the range.

SAMI



48-019 Focke-Wulf Fw 190 Part 2

Japanese Ladies

RISING DECALS

The latest sheet from Rising Decals of the Czech Republic covers Japanese carrier-based bombers. No fewer than nine aircraft are included on the sheet, comprising four *Kates*, three *Jills* and two *Graces*. Most aircraft are in standard green over grey camouflage, though two of the *Kates* have colourful red tail surfaces with either an overall grey finish or the same aircraft after the application of patchy green and brown disruptive camouflage. Each

sheet provides full national markings and stencils for one of each aircraft type, plus a few *Hinomaru* for the spares box. The instructions include clear placement guides and a list of references.

1/72

RD72008 Japanese Naval Carrier Bombers

1. B5N1, 12 Kokutai, China, 1939.
2. B5N1, 12 Kokutai, China, 1939.
3. B5N2, 582 Kokutai, Rabaul, New Britain, 1943.

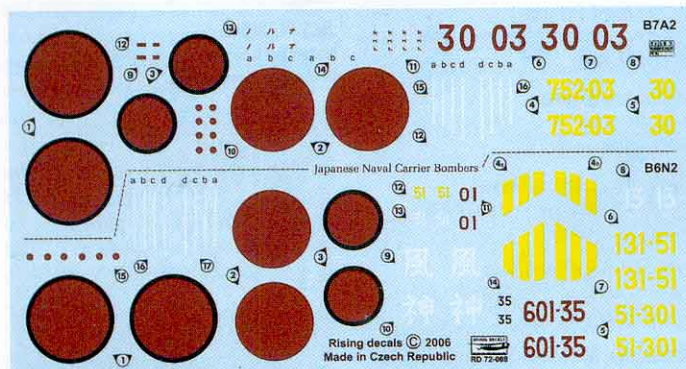
4. B5N2, Okinawa Kokutai, Okinawa, June 1945.
5. B6N2, 551 Kokutai, 251 Hikotai, Truck Islands, June 1944.
6. B6N2, 131 Kokutai, 256 Hikotai, Japan, September 1945.
7. B6N2, 601 Kokutai, 254 Hikotai, Katori AB, Chiba Pref, March 1945.
8. B7A2, 752 Kokutai, Katori AB, Chiba Pref, April 1945.
9. B7A2, 752 Kokutai, 5 Hikotai, Kisarazu AB, Chiba Pref, April 1945.

Conclusion

Another wonderful sheet from Rising Decals. If you complete all three aircraft you will have a nice collection of models illustrating the development of Japanese carrier bombers between 1939-45. I am hoping that Rising will follow their normal practice and soon enlarge this sheet to 1/48 scale.

In the UK this sheet can be purchased from Hannants.

SAMI



RD72008 Japanese Naval Carrier Bombers

Wimpeys and Annie's

KITS AT WAR

Is there any manufacture out there not producing accessories for Trumpeter's 1/48 scale Wellington? Certainly not Kits at War, who have two new sheets this month including one with three Wellingtons in variations of the standard RAF Bomber Command scheme. The decals supply all the major markings for each option, but stencilling and some

national insignia will have to come from the kit sheet. Clear, full-colour instructions give a guide to decal placement.

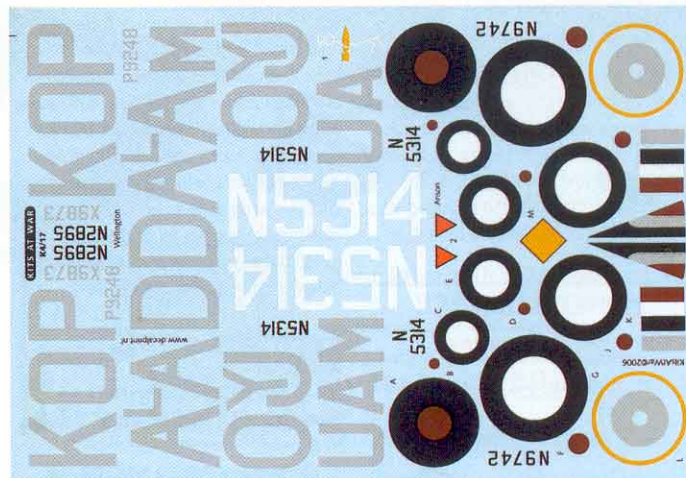
1/48

K4/17 RAF Wellingtons and Ansons

1. Vickers Wellington Ia N2895, 75 (New Zealand) Sqn, RAF Stradishall, 1940.
2. Vickers Wellington Ic P2948, 149 Sqn, RAF Mildenhall, 1940.
3. Vickers Wellington Ic X9873, 115 Sqn, RAF Marham, 1941.
4. Avro Anson I N5314, 269 Sqn RAF Coastal Command, Wick 1939.
5. Avro Anson I N9742, 231 (Dutch) Sqn RAF Coastal Command, Carew Cheriton, 1940.

K4/18 RAF Nightfighters

1. Hurricane IIb BD348, 1 Sqn, RAF Tangmere, 1942.
2. Hurricane IIb Z3971, 1253 Sqn, RAF Hildesheim, 1941.
3. Douglas Havoc II AH523, 85 Sqn, RAF Hunsdon, 1941.
4. Boulton-Paul Defiant N3340, 255 Sqn, RAF Kirton-in-Lindsey, 1941.
5. Douglas Boston III W8395, 418 Sqn



K4/17 RAF Wellingtons and Ansons

- RCAF, Ford, 1943.
6. Mosquito Mk VI RS575, 515 Sqn, 100 Group, RAF Little Snoring, 1945.
 7. Mosquito Mk XIII HK365, 488 Sqn RNZAF, Hunsdon, 1944.

Conclusion

As is usual from this manufacturer each sheet includes markings for a number of different aircraft types with a linked

theme. I have always liked this approach as most modellers will only produce one model of an aircraft such as the Wellington, so including another type such as the Anson makes these sheets extremely good value for money.

The full range can be seen on their website at www.kitsatwar.nl and can be purchased in the UK from Aeroclub, The Aviation Hobby Shop and Hannants.

SAMI



K4/18 RAF Nightfighters

More Wimpeys, and French Huns

SPADA DECALS

A new name and a new approach to decals, this range is produced by a group of modellers in strictly limited quantities. Each sheet comes with full colour instructions and includes colour notes, though as the instructions refreshingly state, these are their *opinions* of colours, as no modeller can be an expert on everything. The decal sheets are nicely printed and in perfect register, supplying all the major images, while stencils and some national markings will need to come from the kits' sheets.

A first is that Spada have produced a decal sheet for Trumpeter's 1/32 scale F-100, a kit that as I write is still five months away from release.

1/48

SD-48001 Vickers Wellington Mk 1C

1. Wellington IC R1378/KX-K, 311 (Czech) Sqn, late 1940. This aircraft



SD-48001 Vickers Wellington Mk 1C

is in the standard bomber scheme with unusual national markings whose white areas have been overpainted black.

2. Wellington IC Z1065/JS-T1, 16 OTU, Elmdon, Birmingham, August 1942. This aircraft has a replacement port engine nacelle in natural metal.
3. Wellington IC X9684, 37 Sqn, Egypt, January 1942. A 'different' scheme for a Wellington as this aircraft has desert upper camouflage of Dark Earth/Mid-Stone.

1/32

SD-32001 Macchi Mc.200 Saetta

This sheet supplies all the individual squadron codes and colourful unit markings. National markings will have to come from the Pacific Coast kit.

1. Mc.200, 154e Sqn, Trapani-Chinisia, April 1943.
2. Mc.200, 95e Sqn/18e Group Aut (CT), Lt Franco Bordon-Bisleri, Chinisia, April 1943.
3. Mc.200, 150e Group, Tirana, May 1941.
4. Mc.200, 96e Sqn/9e Group/4e Stormo (CT), Gorizia-Merna March 1941.
5. Mc.200, 79e Sqn/6e Group/1er Stormo (CT), Catania-Fontanarossa, February 1941.
6. Mc.200, 86e Sqn/7e Group/54e Stormo, Fontanarossa, late 1941



SD-32001 Macchi Mc.200 Saetta

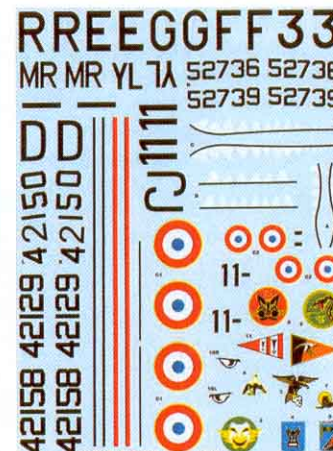
SD-32004 F-100D in French Service

This sheet provides marking for French Huns in both natural metal and camouflage finishes. This includes one of the well-known F-100s based at Djibouti in 1976 with a large shark mouth on the nose. To produce this you are supplied with a template with which to paint the red area, to which you add teeth and jaws from the decal sheet.

1. F-100D-10-NA 54-2158, EC 2/3 Champagne, Reims, 1960.
2. F-100D-5-NA 54-2150, EC 1/11 Roussillon, Lahr, 1966.
3. F-100D-35-NH 55-2736, EC 2/11 Vosges, Toul, 1974.
4. F-100D-10-NA 54-2158, EC 1/3 Navarre, Reims, 1960.
5. F-100D-1-NA 54-2129, EC 3/11 Corse, Bremgarten, 1967.
6. F-100D-35-NH 55-2739, EC 4/11 Jura, Djibouti, 1976, with shark mouth.

Conclusion

These sheets are almost perfect,



SD-32004 F-100D in French Service

supplying interesting colour schemes for some of the newest kits on the market (or in the F-100's case, soon to be on the market). Future plans continue this trend, with another two sheets in prospect for Trumpeter's F-100 in USAF service — one for natural metal aircraft, the other for camouflaged Huns. We will also get sheets for the new Hasegawa P-47 Thunderbolt 'Razorback', Dragon's much-maligned new P-51, and a sheet for the old Airfix 1/24 scale Fw 190A-8.

To order Spada decals you have to go online and visit www.spada-decals.com. The site is in French and English, very easy to navigate, and payment can be made via PayPal.

SAMI

'Fighter Canopy' Cranberries

MODEL ALLIANCE

Collected from the manufacturer at the Milton Keynes show in February was their latest sheet for the fighter-canopied variants of the English Electric Canberra in both 1/72 and 1/48 scales. At the time of writing no injection-moulded kit of this version is available in the larger



scale, but Classic Airframes have announced a PR.9, as had Airfix before their financial troubles. The instructions are in full colour and provide illustrations of the camouflage for the port side and upper and lower surfaces. The decals are well printed, with some images supplied separately to ensure perfect registration. You get all of the national insignia and serials plus a selection of different wing walkway panels.

1/72

MA-72144 BAC/EE Canberra International 'Fighter Canopy' Version Pt II

1. EE Canberra B(I).12 NZ6108, 14 Squadron, Royal New Zealand Air Force, RAF Labuan Air Base, Singapore during *Operation Confrontation*, late 1964.
2. EE Canberra B(I).12 NZ6106, 14 Squadron, Royal New Zealand Air Force, RAAF Butterworth, Malaya during *Operation Confrontation*, April 1965.
3. EE Canberra B(I).12 453, 12 Squadron, South African Air Force,

Ysterplaat Air Base, South Africa, 1990.

4. EE Canberra B(I).12 451, 12 Squadron, South African Air Force, Waterkloof Air Base, South Africa 1970s.
5. EE Canberra PR.9 343, Escuadrilla de Reconocimiento Grupo 2, 2nd Air Brigade, Fuerza Aerea Nacional de Chile, Los Cerillos Air Base, Santiago, Chile, 1983.

1/48

MA-48144 BAC/EE Canberra International 'Fighter Canopy' Version Pt II

As MA-72144 above but in 1/48 scale.

Conclusion

This is a wonderful sheet that shows a wide range of camouflage colours on the sleekest-looking Canberra variant, from the overall silver of the RNZAF to the attractive South African aircraft in silver with lower surfaces in PRU Blue.

As is usual this sheet and others from the range are available direct from the manufacturer at



MA-72144 BAC/EE Canberra International 'Fighter Canopy' Version Pt II

www.theaviationworkshop.co.uk

Our thanks to Gary Madgwick of Aviation Workshop for supplying the review samples.

SAMI

Devastating Stuff

TECHMOD

This manufacturer produces some of the best value decals on the market, well printed, with good quality instructions, and very reasonable priced. But what sets them apart is the extras they include. With these sheets you get two sets of vinyl masks, one for the canopies and another for airframe details such as the wing walkways, wheels and those hard to paint scallops around the tail sections of pre-war aircraft.

The Douglas TBD Devastator is one of those interesting types that started in colourful 'yellow wings' pre-war schemes and after Pearl Harbor received more conventional camouflage. Techmod have

produced TBD sheets in both major scales, the first covering the pre-war period from 1938 to the early overall grey scheme, the second including one pre-war aircraft and six in camouflage of Light Gray undersides and Blue/Gray uppersurfaces. The old Monogram kit is the only 1/48 scale version and is currently a bit hard to find, but in 1/72 scale the Airfix kit has recently been superseded by the new Valom model.

1/72

72134 Douglas TBD-1 Devastator

1. TBD-1 White T1, Lt Cdr James Brett, *Ranger* (CV-4), NAS Norfolk, Virginia, 1941.

2. TBD-1 BuNo0318/6-T-16, VT-6, USS *Enterprise*, 1939.
3. TBD-1 BuNo0332/5-T-8, VT-5, USS *Yorktown* (CV-5), 1939.
4. TBD-1 BuNo0285/3-T-15, VT-3, USS *Saratoga* (CV-3), NAS North Island, San Diego, California, January 1938.
5. TBD-1 BuNo0300/2-T-1, Lt Cdr W Sinton, CO of VT-2, USS *Lexington*, San Diego, California, 1938.
6. TBD-1 BuNo0353/White 82, Naval Air Training Command, NAS Pensacola, Florida, 1938.

2. TBD-1 Black 8, VT-6, USS *Enterprise* (CV-6), April 1942.
3. TBD-1 Black 7/T-7, VT-7, USS *Wasp* (CV-7), March 1942.
4. TBD-1 BuNo1506/Black T-16, Lt Cdr J C Waldron, VT-8, USS *Hornet* (CV-8), 4 June 1942.
5. TBD-1 BuNo0319/Black 1, Lt Cdr J F Taylor, VT-5, USS *Yorktown* (CV-5), March 1942.
6. TBD-1 BuNo0289/Black 1, Lt Cdr E E Lindsey, VT-6, USS *Enterprise* (CV-6), 4 June 1942.
7. TBD-1 Black 71-S-16, Lt B V Clark, VS-71, USS *Wasp* (CV-7), Atlantic, June 1941.

1/48

48810 Douglas TBD-1 Devastator

As 72134 above in 1/72 Scale.

48808 Douglas TBD-1 Devastator

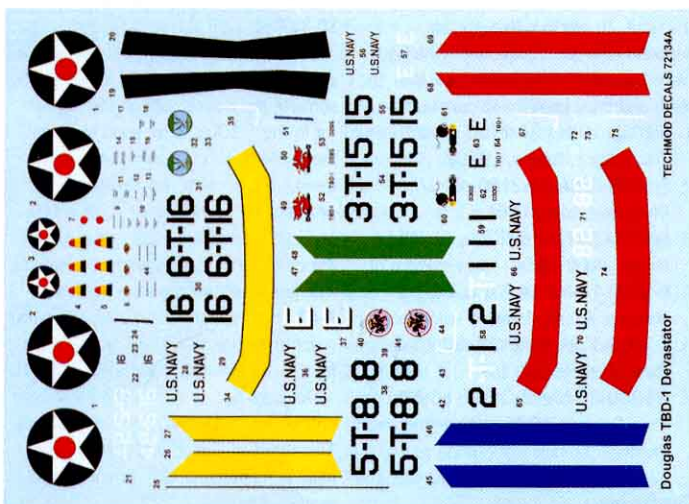
As 72132 above in 1/72 Scale.

Conclusion

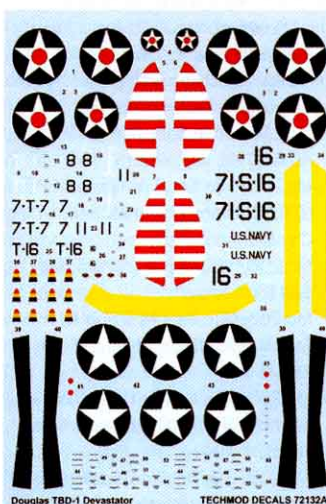
I have always liked the colourful pre-war schemes applied to US Navy aircraft and these sheets do the TBD justice. The wartime schemes are not as colourful but the large stars with their red centre spots are still eye-catching.

Our thanks to Techmod for the review samples. In the UK these decals which can be purchased from Hannants.

SAMI



72134 Douglas TBD-1 Devastator



72132 Douglas TBD-1 Devastator

MAGNA MODELS Resin and White Metal Kits

54 Farcroft Road, Parkstone, Poole, Dorset, BH12 3BQ
magna.models@ntlworld.com Please note new address!

8672 Bristol Type 146		£18.72	8572 Armstrong Whitworth Argosy	D2	£82.00
8472 Short Stirling MkV	C (airfix) D3	£18.25	8372 Folland 43/37 "Sabre"		£24.50
8272 Folland 43/37 "Centaurus"		£24.50	8172 Short Belfast	D	£95.50
8072 Scottish Avion Pioneer	D5	£25.25	7972 Scottish Avion Twin Pioneer	D6	£34.50
7772 Percival Q6 Petrel	*	£23.25	7672 De Havilland Flamingo	*	£25.25
7072 HP Halton/HX 8	C (airfix) D5	£18.25	6972 Hawker Henley TT111		£18.75
6572 Blackburn Beverley C1	D3	£87.00	6372 Martin Baker MB5	D	£19.25
6272 Avro Lancaster	C (Airfix) D4	£18.25	5772 Martin Baker MB2		£18.25
5672 Martin Baker MB3	*	£18.75	5272 Percival Sea Prince	D	£25.50
5072 De Havilland Dove/Devon D2	*	£25.25	4872 Supermarine Swift F1	D	£19.95
4472 Bristol Brigand B1/T4/5	D*	£28.25	4372 Supermarine Swift FR5	D	£20.95
4072 Bristol Freighter 21	C (airfix)	£14.75	3772 Bristol Freighter 31	C (Airfix)	£12.95
3872 Supermarine Scimitar	*	£25.25	3472 Short Sturgeon TT2 / 3	*	£25.25

1/48th scale kits

0148 Miles Martinet* TT1 D2 £32.50	0248 Blackburn Firebrand TF5 D3 £39.50
0348 Supermarine Attacker* FB1/2 D3 £32.50	0448 Blackburn Firebrand TF11 D £39.50

* = Optional parts; C = Conversion; D = Decals; 3, 4, 5 etc = Number of decal options

Send SAE or IRC for list of complete range. Prices include P&P in UK. EC add 10% ROW add 15%. Sorry, no credit cards, Cheques, postal orders, IMO's etc only please.

Freightdog Models

New release for April -

FDR72-002 Saunders-Roe P177N 'Fleet Fighter' £33.00



FDR72-003 Saunders-Roe P177K 'Export Fighter' £33.00



Each 1/72 Scale kit includes finely detailed injected resin parts, vacform canopies and screen printed decals for multiple 'what-if' options. FDR72-001 P177R 'Air Defence Fighter' is also still available.

Future releases -

Freightdog Decals - a new range of screen printed decals, first release includes 'End of the Vulcan in RAF service 1980-84' - see website for more details

Freightdog Models, Fairlight, Sandy Lane, Crawley Down, Crawley, RH10 4HX, United Kingdom Tel +44(0)1342 716004 email freightdog@btopenworld.com

website www.freightdogproductions.com
www.freightdogmodels.co.uk (new website)

For North American orders you can contact www.NostalgicPlastic.com

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Messerschmitt Bf 110D/E

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1/48 Scale

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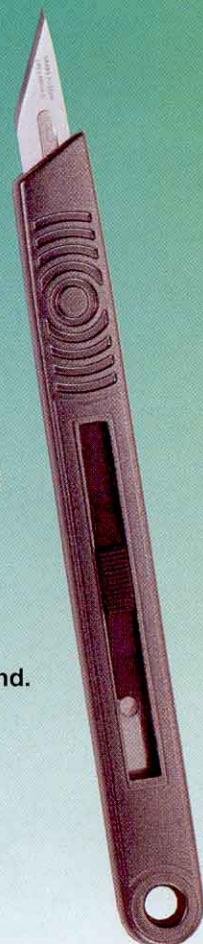
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Ki61-1 "Hel"
I.J.A. Type 3 Fighter
Hien (Tony)



Ki-61-1 Hien

Scale: 1/32 Kit No: 32001

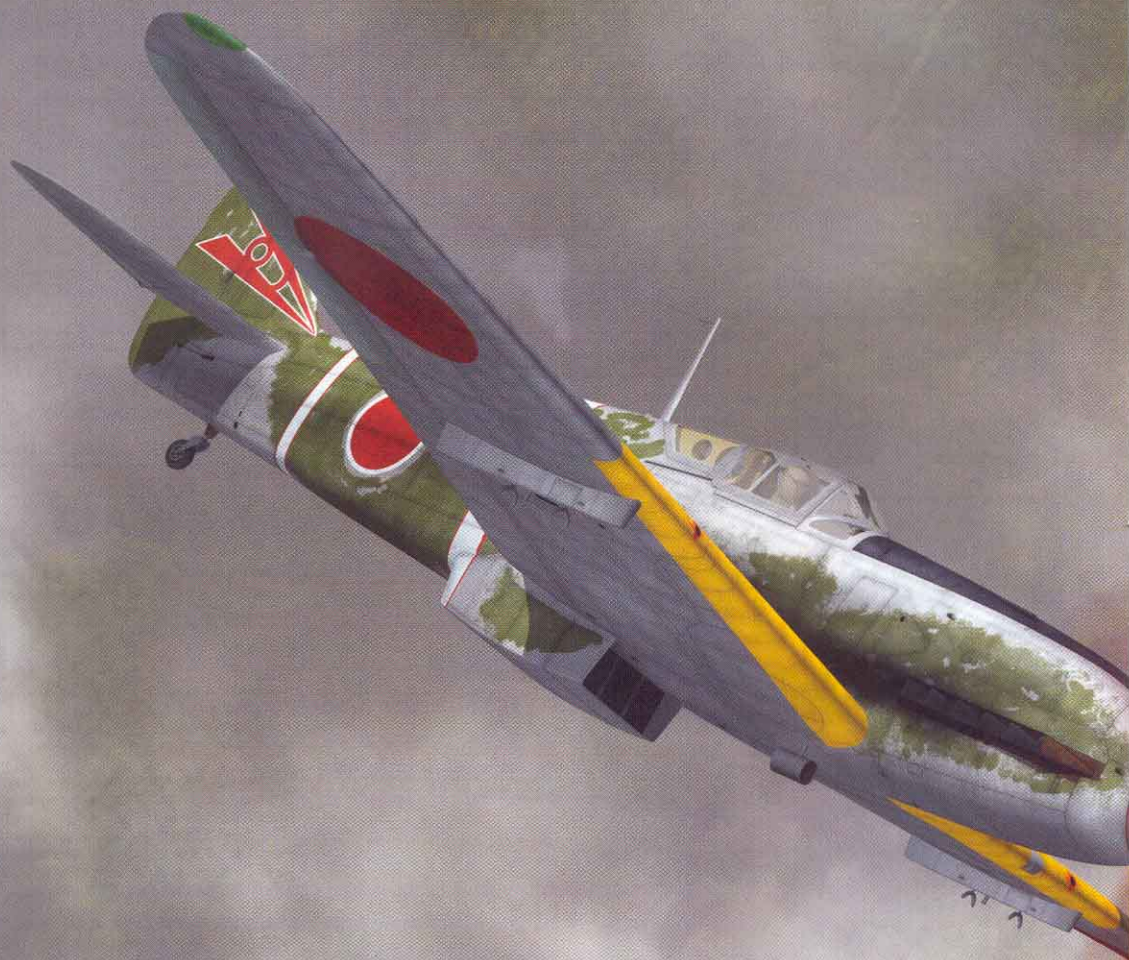
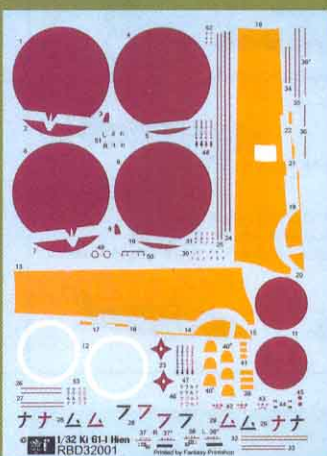
Price: £72.50

Panel Lines: Recessed Decal Options: 5

Status: New Tooling

Type: Injected Plastic, Resin, White Metal

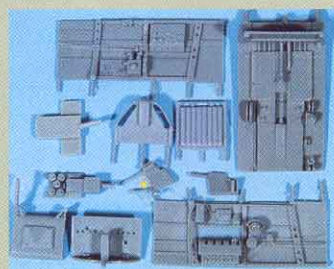
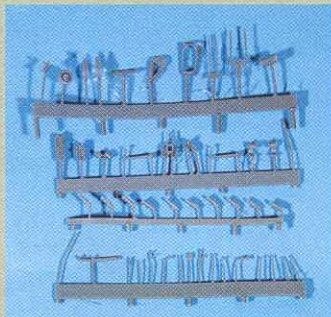
Manufacturer: MDC



© MMVII

Modelling Supplies

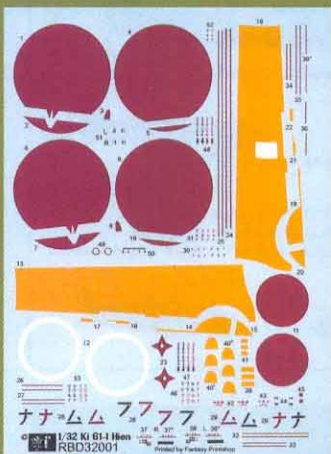
- SNJ polishing powders were supplied by Cammett Ltd
- Alclad II, pre-coloured wires and the Iwata preset handle were supplied by Little Cars.com
- Iwata Eclipse airbrush supplied by The Airbrush Company
- CMK Stardust weathering powders are available from Hannants
- Gold Zack Knitting-in elastic is available from the Haberdashery departments of John Lewis stores





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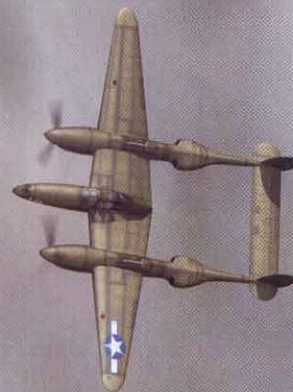


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© MMVII



In 1937 Kawasaki Kokuki Kogyo KK purchased a licence to build the German Daimler-Benz DB 601A inverted-vee liquid-cooled engine, and the resulting revised and lightened Japanese Ha-40 powerplant emerged in 1940. It was designed to be installed in two aircraft, the Ki-60 heavy fighter, and the lighter Imperial Japanese Army's Type 3 Ki-61 Hien (Swallow), which was given the Allied code name Tony.

The Tony became the only inline-engined, liquid-cooled Japanese fighter to see service during WWII, and the first to incorporate armour protection and self-sealing fuel tanks. It has always been a popular choice with modellers for its handsome looks and the attractive schemes carried.

Model Design Construction have combined forces with Radu Brinzan to produce a state-of-the-art kit of the Tony in 1/32 scale. On opening the robust box you will be overwhelmed by the sense of quality which exudes from its contents. The first thing that draws the eye is the decal sheet, or more correctly sheets, that supply not only complete markings for five Tonys, but some amazingly detailed stencils, and — a real nice touch this — a multi-part decal for the orange-yellow leading-edges that I always find a pain to paint.

Next up is the resin. As you would expect from MDC this is flawlessly cast with only minimal clean-up required. There are two sets of undercarriage legs, beautifully cast in resin or slightly less cleanly in white metal, which despite their lower level of detail will make for a more resilient model. A sheet of etched brass provides a full set of seat harnesses plus many other small details.

The navigation lights are supplied as a mix of clear and pre-coloured parts, and for painting the canopy framing you get a full set of vinyl masks which should make that task easy. Finally, the canopies themselves are moulded in very thin clear plastic with two sets provided in case of mistakes or what we will call here the 'Francis Factor'.

Construction

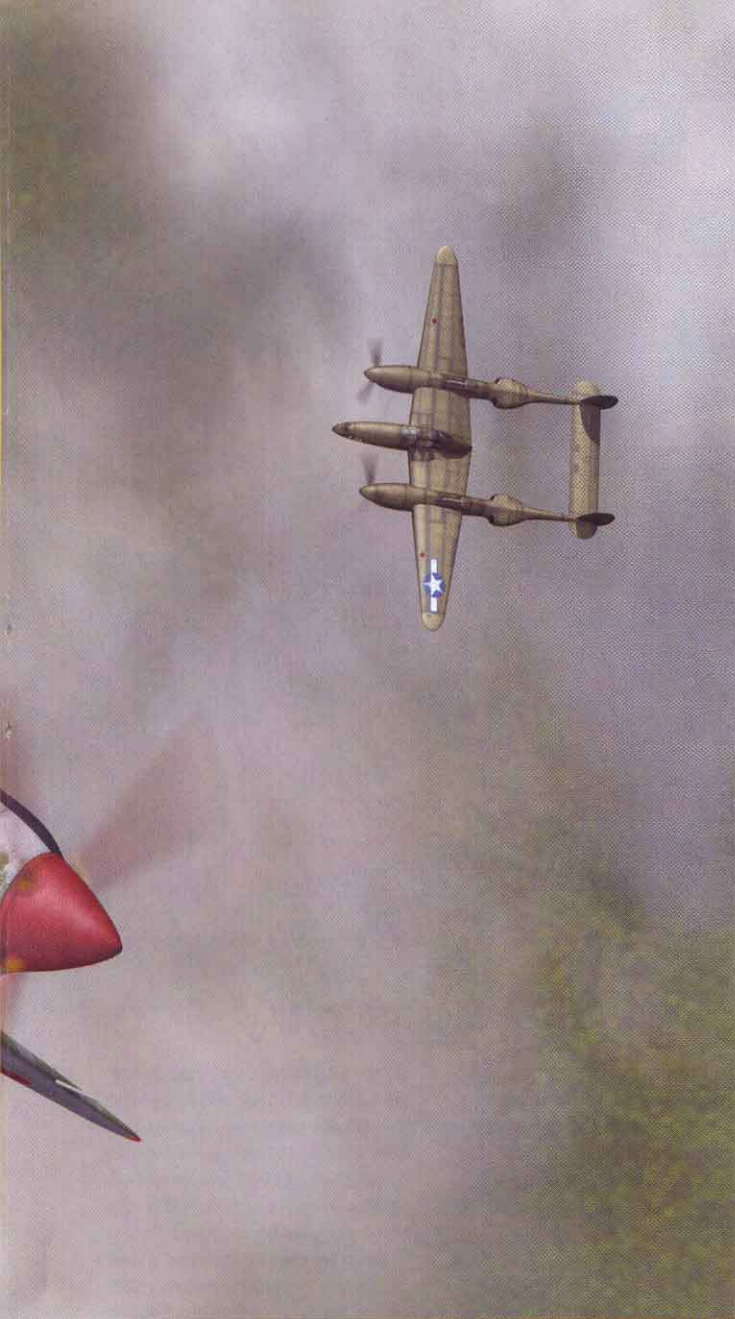
As on most models I started with the cockpit. To say that this is well detailed is like saying that Da Vinci's Mona Lisa is a nice painting. The cockpit is made up from a floor and two sidewalls to which you add a host of levers and toggles which are either supplied as resin or, for the simpler parts, made up from stretched sprue or plastic rod. Full painting guides for all of these parts are supplied in the instructions. I began by applying an overall coat of black primer, to be followed by the main cockpit colour. This is described as 'khaki-yellow', close to FS33440 in paint terms and an almost perfect match for Gunze Sanyo's RLM 79 which, coincidentally, can be purchased from MDC who are UK importers of Gunze Sanyo paints.

As light enters a full-size cockpit it creates a shadow effect below items like switch boxes and cable runs which can be replicated by applying a number of light coats over the primer black. I used some of Little Cars pre-painted wires to add more detail to the sidewalls. A neat trick here is to twist to or three coloured wires together before attaching them to the sidewalls and instrument boxes with a small amount of superglue. Cable ties can be reproduced using slices of Tamiya masking tape painted aluminium. Detail

Tony

David Francis Builds MDC's 1/32 Scale Kawasaki Ki-61-1 Hien





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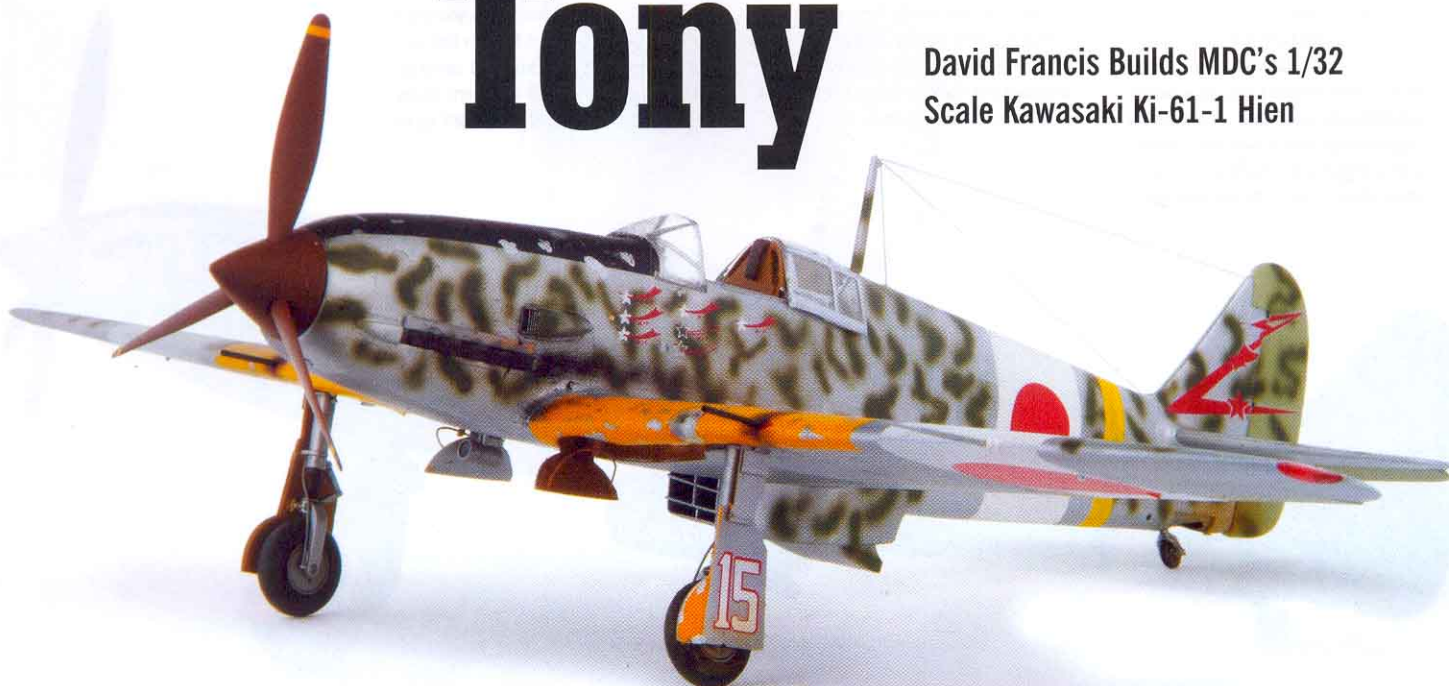
Construction

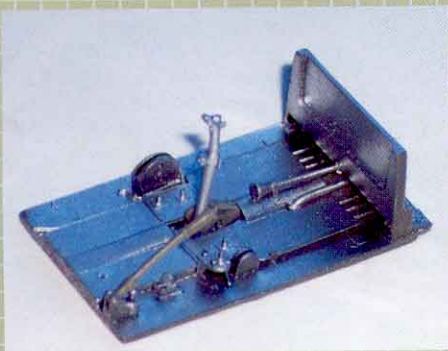
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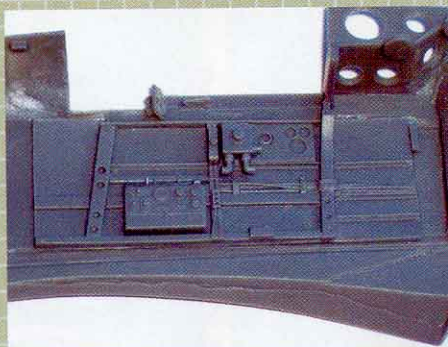
Tony

David Francis Builds MDC's 1/32 Scale Kawasaki Ki-61-1 Hien

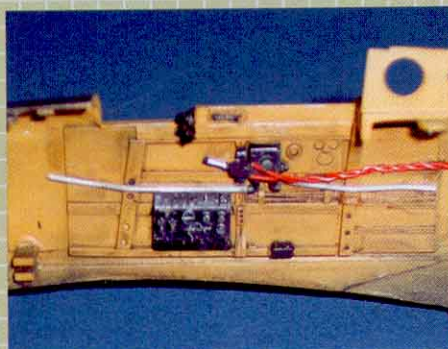
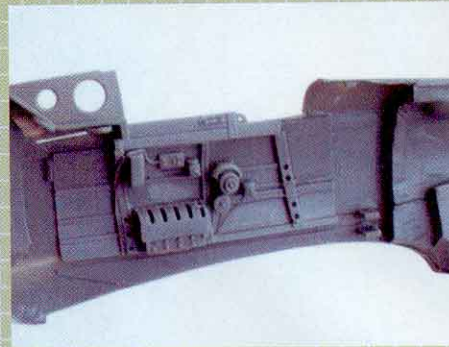




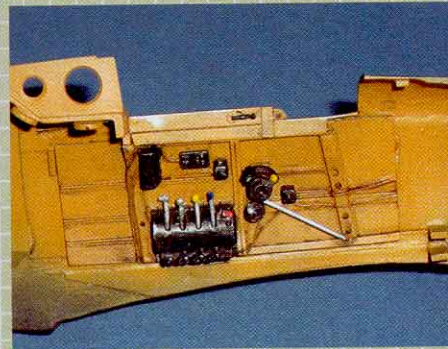
The basic cockpit items were given an initial coat of primer black



Starboard and port interior sides 'out of the box'



Pre-painted wire was added to the junction boxes



Lots of levers on the port side



Levers on the floor in yellow and red charged the guns and operated the flaps

painting was done with a 000 paint brush and the yellow, silver, red and blue levers and knobs made for one of the most colourful cockpits I have ever constructed.

I now turned to the instrument panel which is made up from a number of panels that I had already painted with black primer. To these you add some of MDC's excellent Japanese instrument decals which sat down well into the moulded bezels with the aid of a little Micro Sol. Finally, drops of gloss varnish were carefully applied to give a representation of the glass faces.

On either side of the instrument panel are the two machine guns. These and their cowling-top barrels were painted primer black before I ground a pencil against some sandpaper to produce a graphite dust which was then applied with a fingertip to create a gunmetal effect. Now I turned to the gunsight,

which is made up from resin, brass and clear plastic and looks very realistic. After I had completed this I decided it would be too prone to damage if attached at this stage, so I put it aside as it could easily be added to its mounting after attaching the windscreen.

To complete the cockpit the etched brass seatbelts and padding were added to the two-part resin seat before it was installed on the cockpit floor. This cockpit gave me a lot of pleasure to build. The finished item looked so good it seemed a shame to install it in the fuselage!

Next I turned to the fuselage halves. These are very flexible and at first glance appeared warped, but once I had installed the cockpit things start to firm up, and with careful application of

adhesive it was possible to get an almost seamless join. This is greatly aided by the clever locating lugs cast on one fuselage side that mate with recessed 'dips' on the opposite — something I have never seen before on resin kit.

My attention now turned to the large belly intake, which is made up from 10 parts that reproduce its complicated appearance. A little light sanding was necessary at the rear of the intake to get a perfect fit with the fuselage. Once in place the intake section provides locating lugs into which the wings will fit. Test-fitting showed that once again you could get an almost seamless fit with just a small amount of trimming and sanding. I attached the wings and left them to dry overnight using a small cardboard jig to

set the 5° dihedral angle indicated by the instructions. This worked well but I should have run some masking tape from wingtips to fuselage, as one wing moved overnight leaving a small seam to be filled — not hard to do, but a pain that could have been avoided.

Once the main construction is over I always like to paint my models before adding the dangly, sticky-out, breakable parts. Construction to this point had taken just over a week of evenings, a tribute to the quality of the resin components that were as easy to





assemble as a mainstream Tamiya or Hasegawa plastic kit. It was at this point that I had to make a decision on the final colour scheme, and this was to cause a lot of agonising on my part as the five schemes that MDC provide are all attractive.

Colour Options

All Ki-61s were finished in a basic scheme of natural metal with a Sentai device on the tail. Most aircraft had their control surfaces painted in an overall Imperial Japanese Army Grey finish, and as these are supplied as separate parts they are easy to paint before attaching them to the model.

The colour schemes supplied on the decal sheet are:

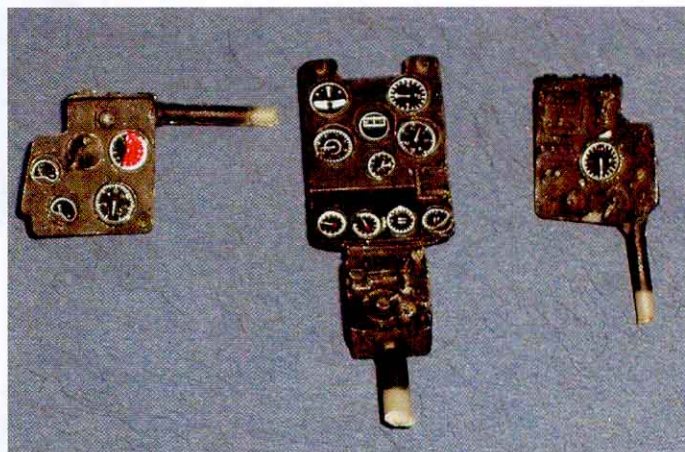
1. Ki-61-I '21' 2nd Chati, 39th Sentai, 1944. The most drab option featuring natural metal undersurfaces with Kawasaki Green topsides and fuselage.

2. Ki-61-I '88', Capt Fumisuke Shouno, Soyokaze-tai, February 1945. Overall natural metal with the Hinomaru on a white band and large red lightning flash on the fuselage sides.

3. Ki-61-I '15', Cpl Selichi Suzuki, Mikazuki-tai, January 1945. This aircraft has the same basic markings as Option 2 with the addition of Kawasaki green mottle and yellow fuselage band.

4. Ki-61-I '43', Cpl Yukio Ishioka, Soyokaze-tai, 1945. On this aircraft the white bands have also been overpainted with green mottle, and it has red-and-white fuselage bands.

5. Ki-61-I '295' Capt Teruhiko Kobayashi, Commanding Officer, 644th Sentai, January 1945, The most famous Tony, in mottle finish with all tail surfaces in red, and thin white and thick blue band along the length of the fuselage.



Instrument panels were made up using the kit's well-printed decals

Painting

I was attracted to the green mottle over natural metal panels that I always associate with the Tony. I also like those large white 'bandages' and the only

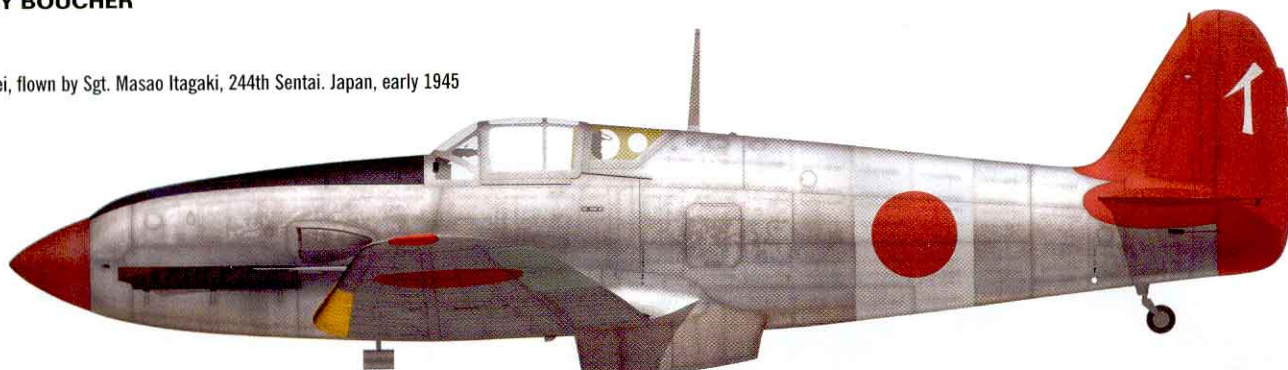
option with both these features was Cpl Selichi Suzuki's '15'. I started by temporarily attaching the ailerons with Blu-Tack before applying a coat of Halfords primer white to the rear

Ki-61-I Tei, 59th Sentai, CBI Theatre, 1945

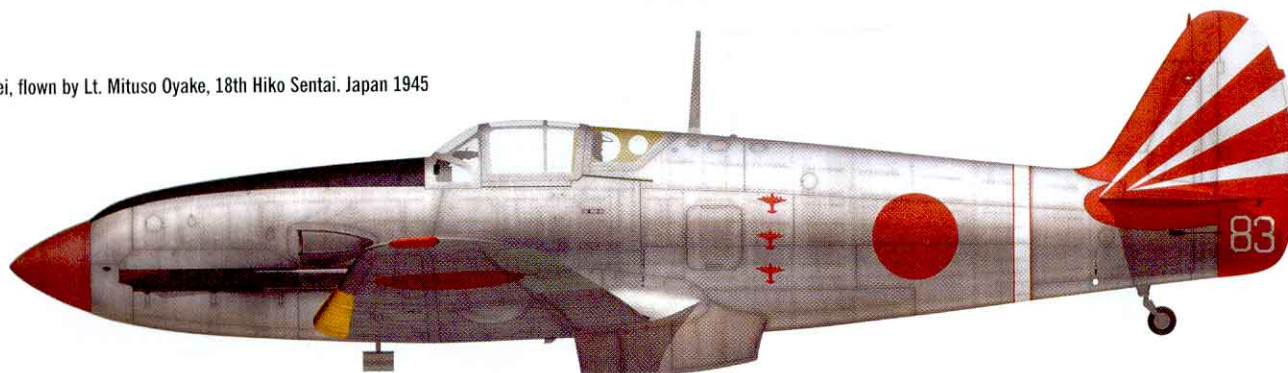


Kawasaki Ki-61-I

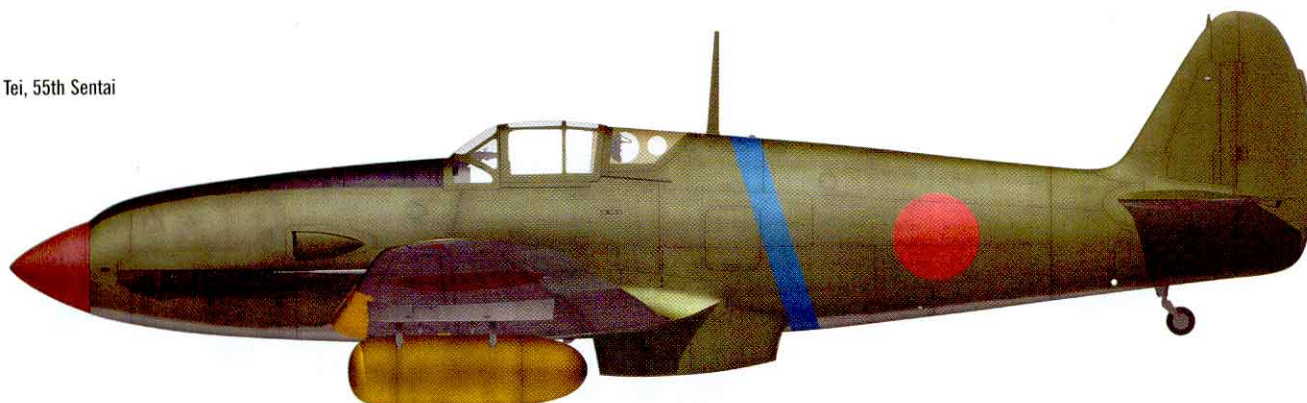
Ki-61-I Hei, flown by Sgt. Masao Itagaki, 244th Sentai. Japan, early 1945



Ki-61-I Hei, flown by Lt. Mituso Oyake, 18th Hiko Sentai. Japan 1945



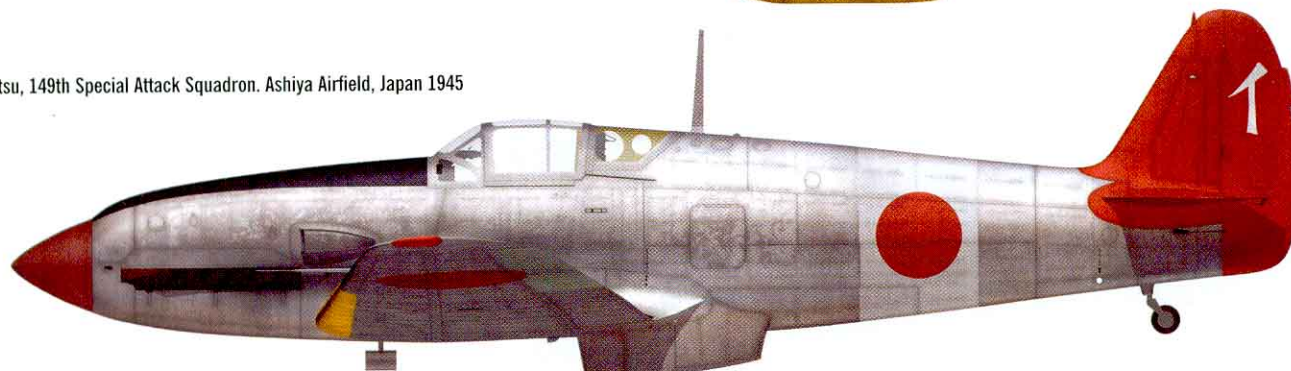
Ki-61-I Tei, 55th Sentai



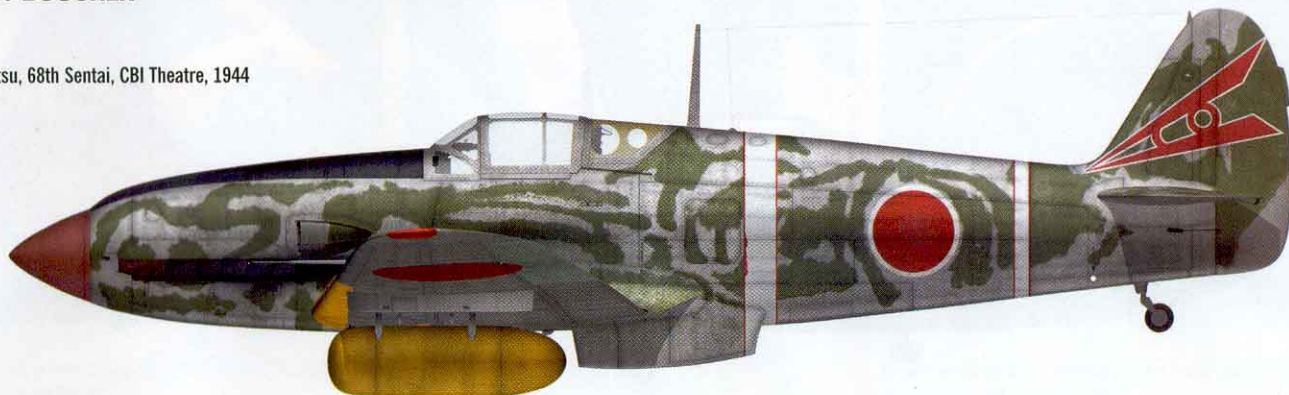
Ki-61-I Otsu, 149th Special Attack Squadron. Ashiya Airfield, Japan 1945



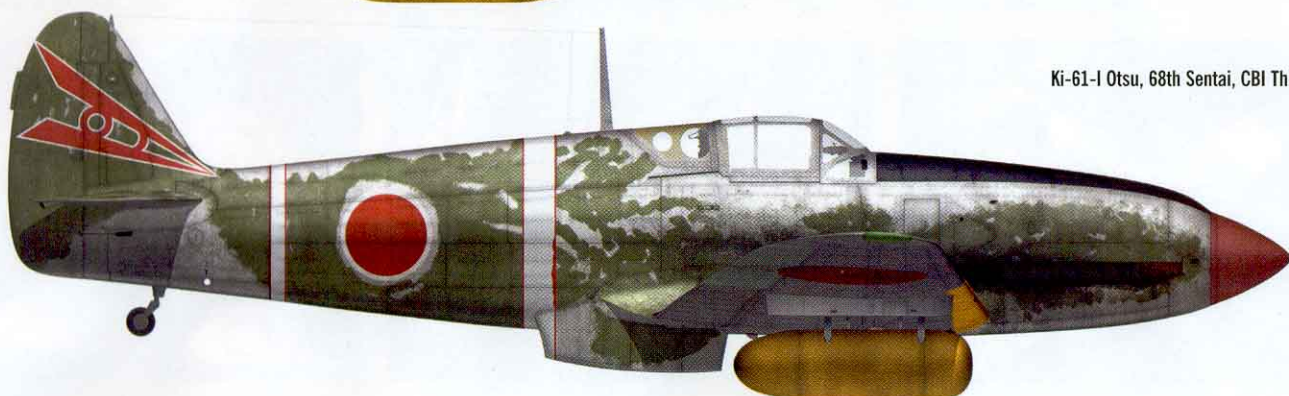
Ki-61-I Otsu, 149th Special Attack Squadron. Ashiya Airfield, Japan 1945



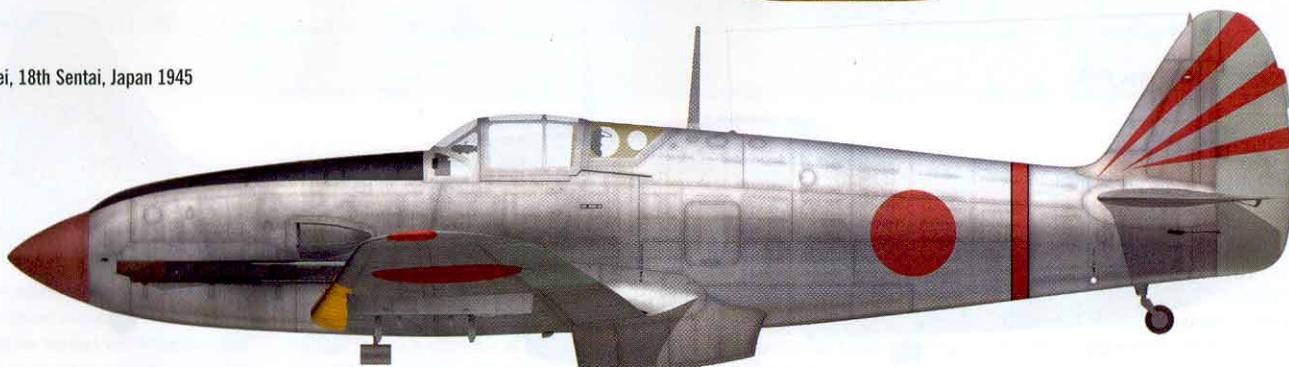
Ki-61-I Otsu, 68th Sentai, CBI Theatre, 1944



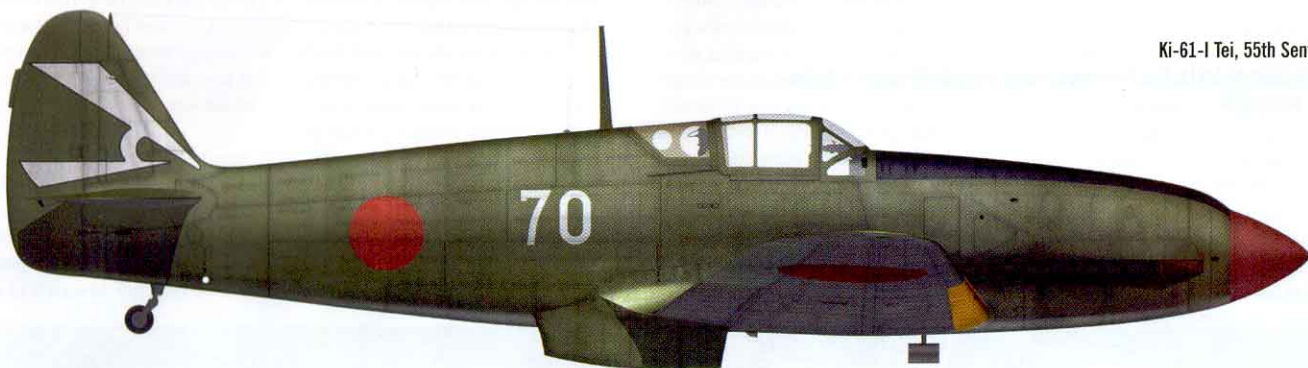
Ki-61-I Otsu, 68th Sentai, CBI Theatre, 1944



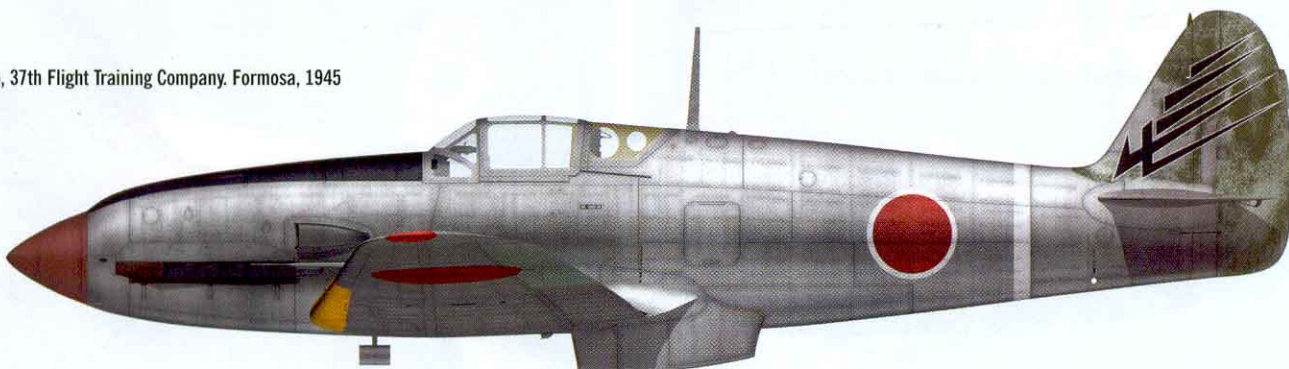
Ki-61-I Hei, 18th Sentai, Japan 1945



Ki-61-I Tei, 55th Sentai, 1945

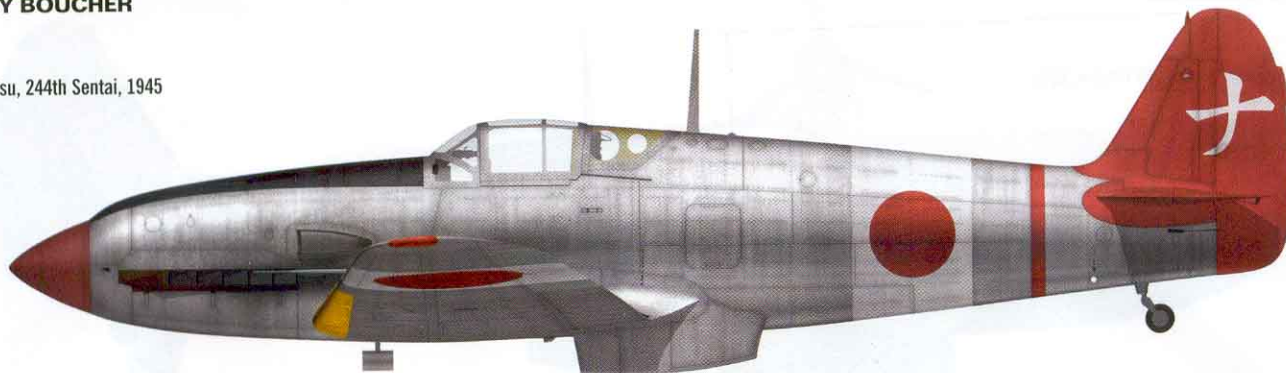


Ki-61-I Ko, 37th Flight Training Company, Formosa, 1945

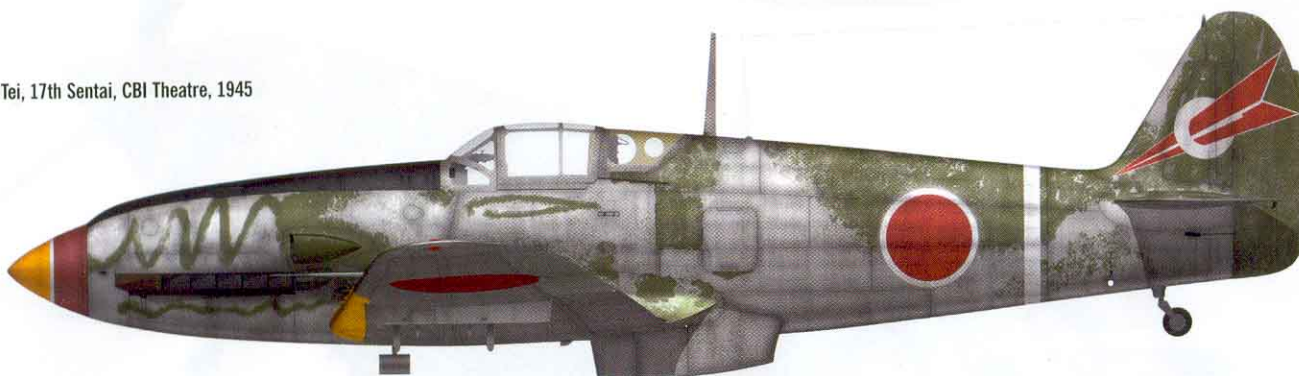


Kawasaki Ki-61-I

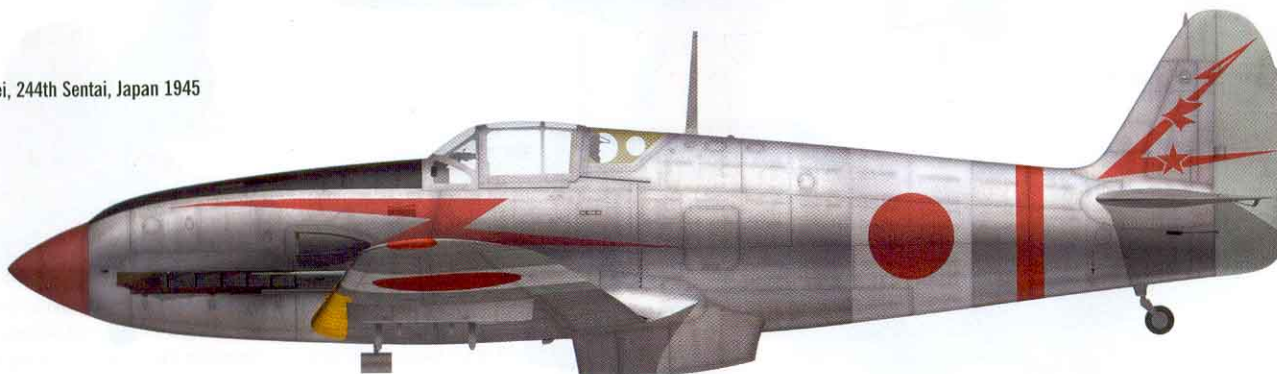
Ki-61-I Otsu, 244th Sentai, 1945



Ki-61-I Tei, 17th Sentai, CBI Theatre, 1945



Ki-61-I Hei, 244th Sentai, Japan 1945



Ki-61-I Tei, flown by 1st Lt. Toru Shinomiya, leader of the 244th Sentai's Shinten-Tai flight. Japan 1944

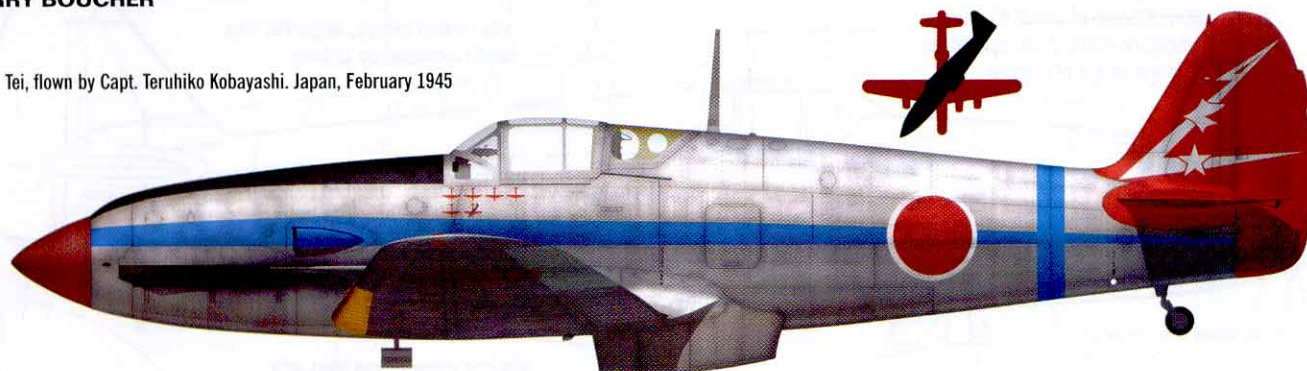


Ki-61-I Hei, flown by Capt. Teruhiko Kobayashi, commanding officer of the 244th Sentai. Japan, January 1945

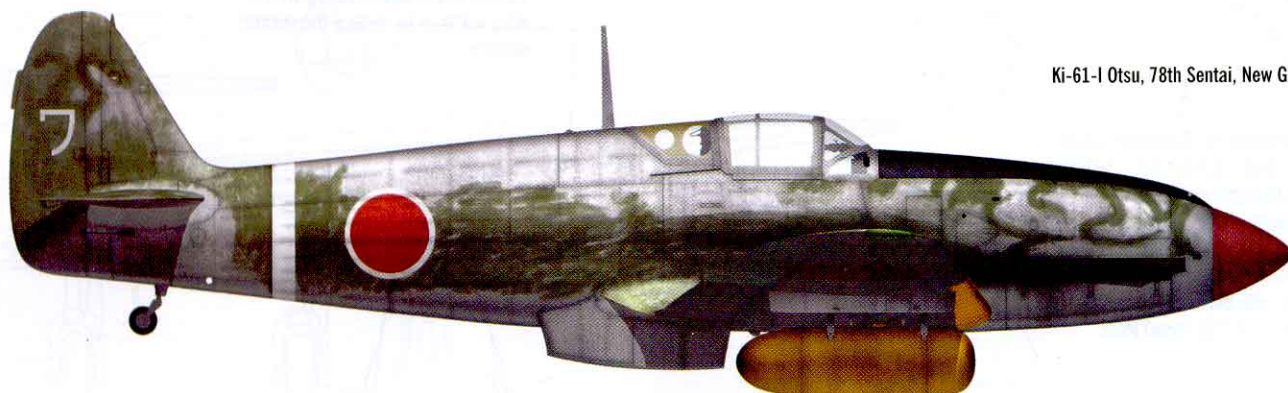


Kawasaki Ki-61-I

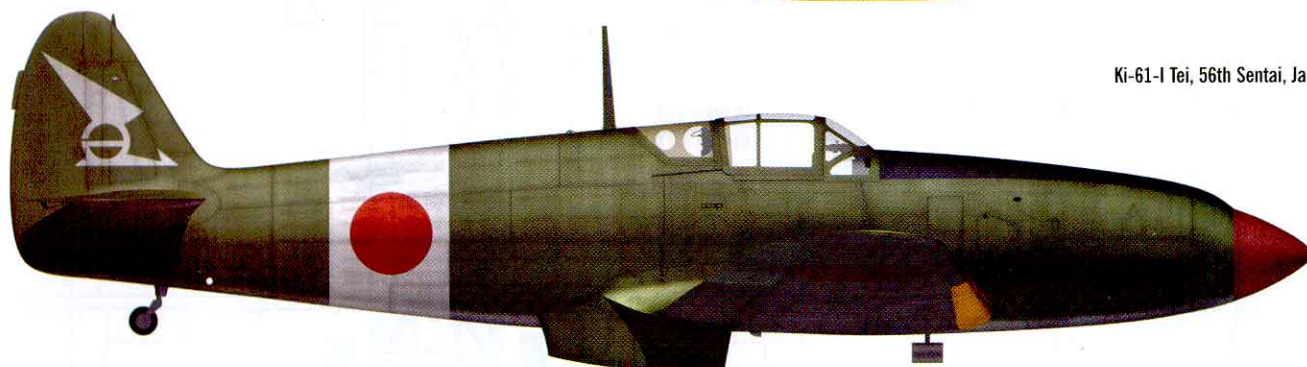
Ki-61-I Tei, flown by Capt. Teruhiko Kobayashi. Japan, February 1945



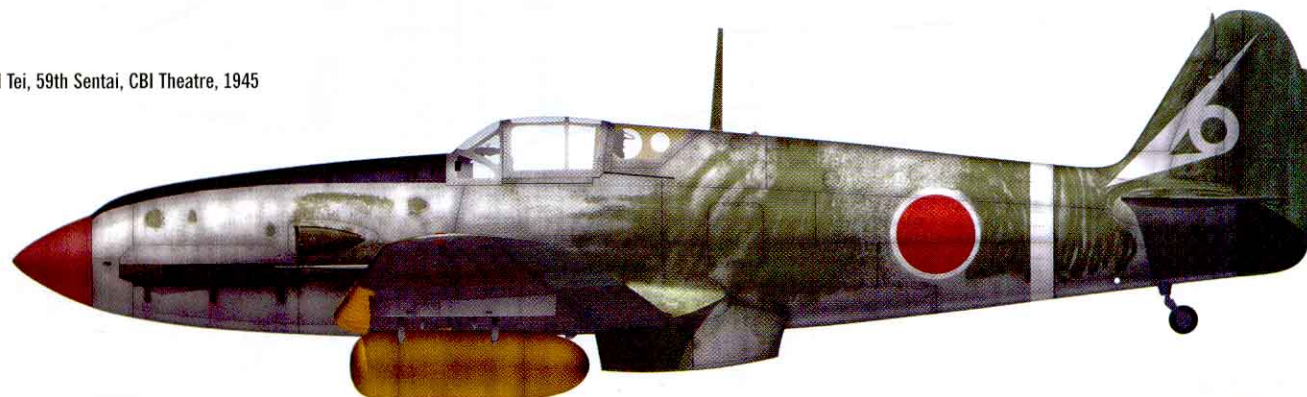
Ki-61-I Otsu, 78th Sentai, New Guinea, 1945



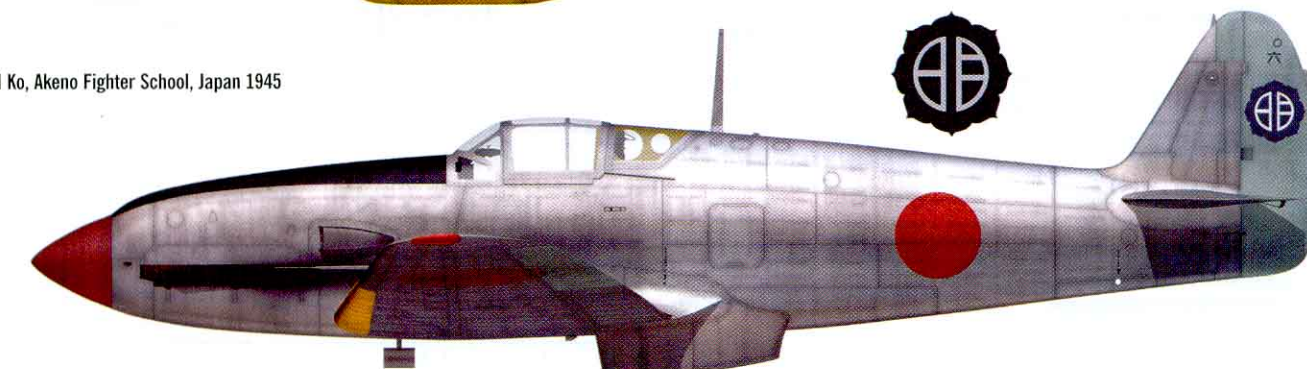
Ki-61-I Tei, 56th Sentai, Japan 1945



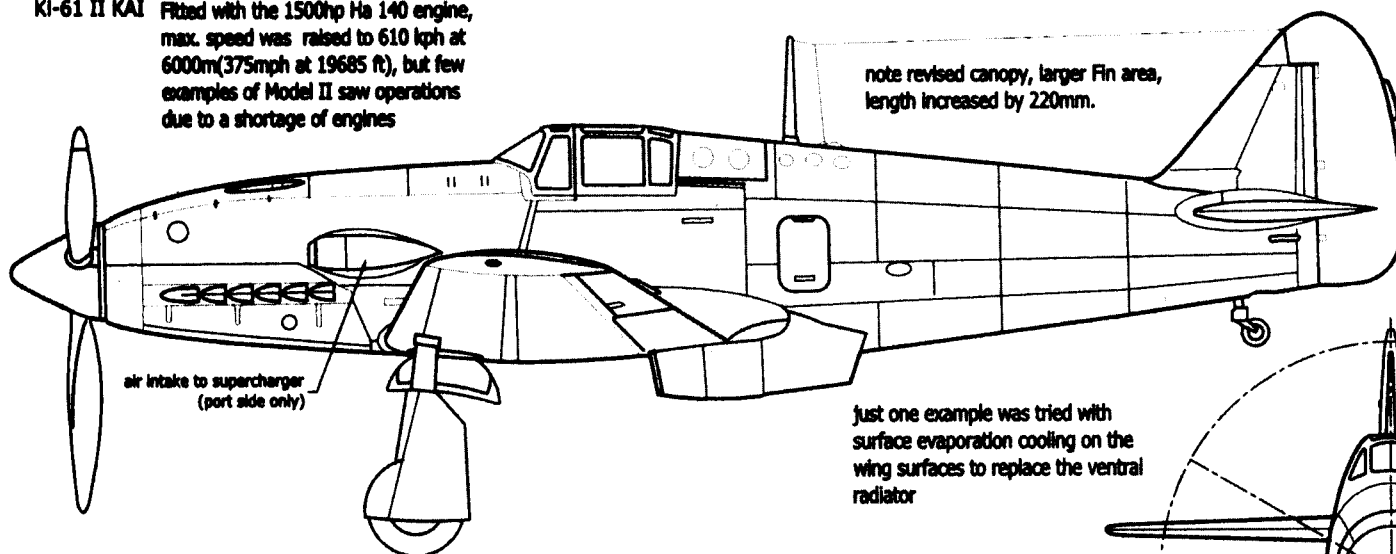
Ki-61-I Tei, 59th Sentai, CBI Theatre, 1945



Ki-61-I Ko, Akeno Fighter School, Japan 1945

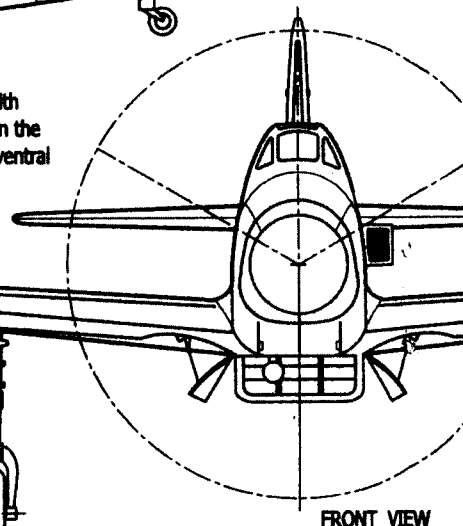


KI-61 II KAI Fitted with the 1500hp Ha 140 engine,
 max. speed was raised to 610 kph at
 6000m(375mph at 19685 ft), but few
 examples of Model II saw operations
 due to a shortage of engines



the Kawasaki Ha 40 engine was a
 licence-built DB.601A but which had
 some development problems
Armament: Early examples had two
 12.7mm (½") bore machine guns.
 Later, two fuselage-mounted 20mm
 cannon with two wing-mounted
 cannon or ½"(12.7mm) MG's

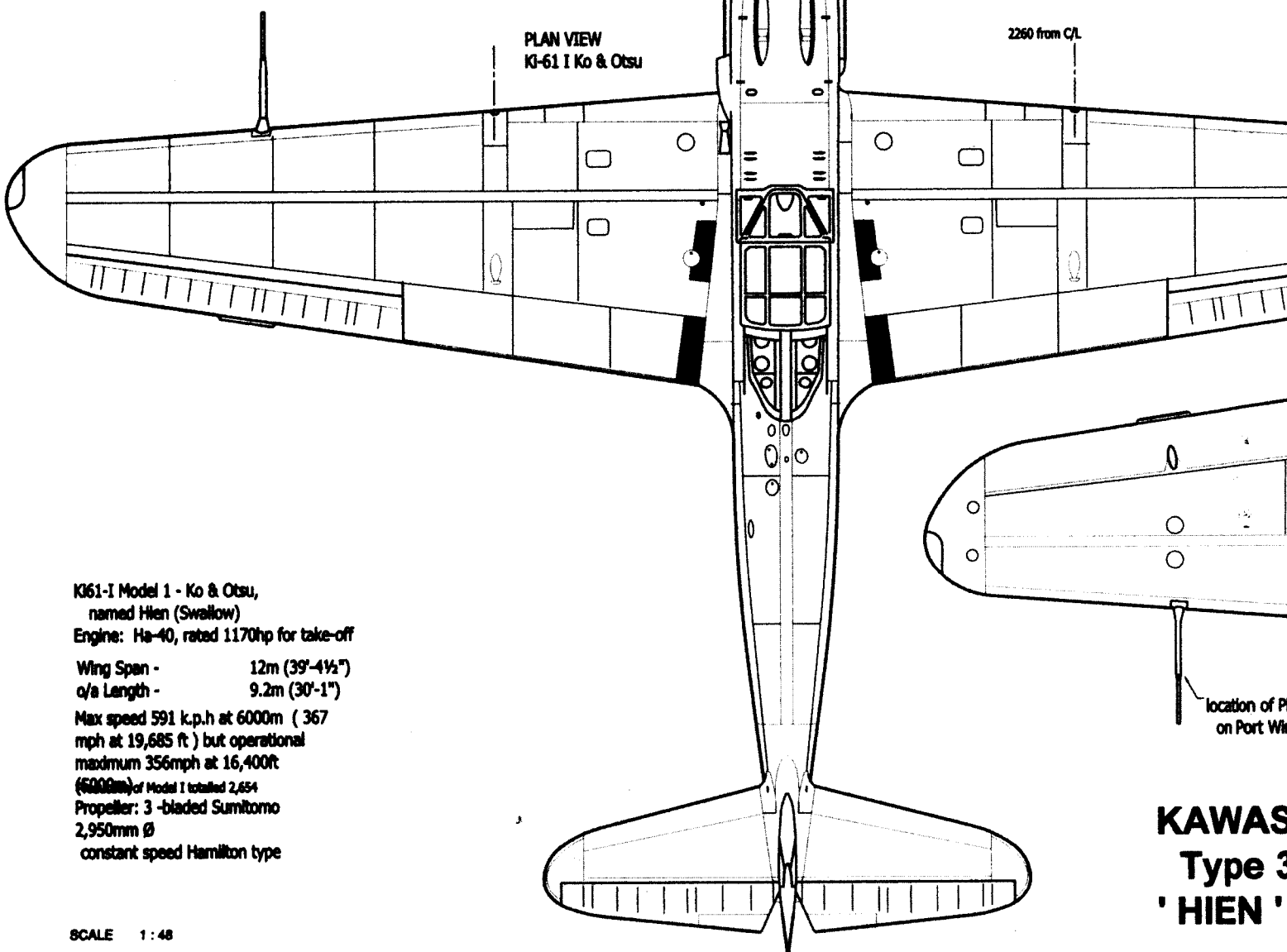
just one example was tried with
 surface evaporation cooling on the
 wing surfaces to replace the ventral
 radiator



FRONT VIEW

PLAN VIEW
 KI-61 I Ko & Otsu

2260 from C/L



KI61-I Model 1 - Ko & Otsu,
 named Hien (Swallow)
Engine: Ha-40, rated 1170hp for take-off
Wing Span - 12m (39'-4½")
o/a Length - 9.2m (30'-1")
Max speed 591 k.p.h at 6000m (367
 mph at 19,685 ft) but operational
 maximum 356mph at 16,400ft
 (6000m) of Model I totalled 2,654
Propeller: 3 -bladed Sumitomo
 2,950mm Ø
 constant speed Hamilton type

KAWAS
Type 3
'HIEN'

SCALE 1 : 48

KI-61 II KAI Fitted with the 1500hp Ha 140 engine, max. speed was raised to 610 kph at 6000m(375mph at 19685 ft), but few examples of Model II saw operations due to a shortage of engines

note revised canopy, larger Fin area, length increased by 220mm.

air intake to supercharger (port side only)

just one example was tried with surface evaporation cooling on the wing surfaces to replace the ventral radiator

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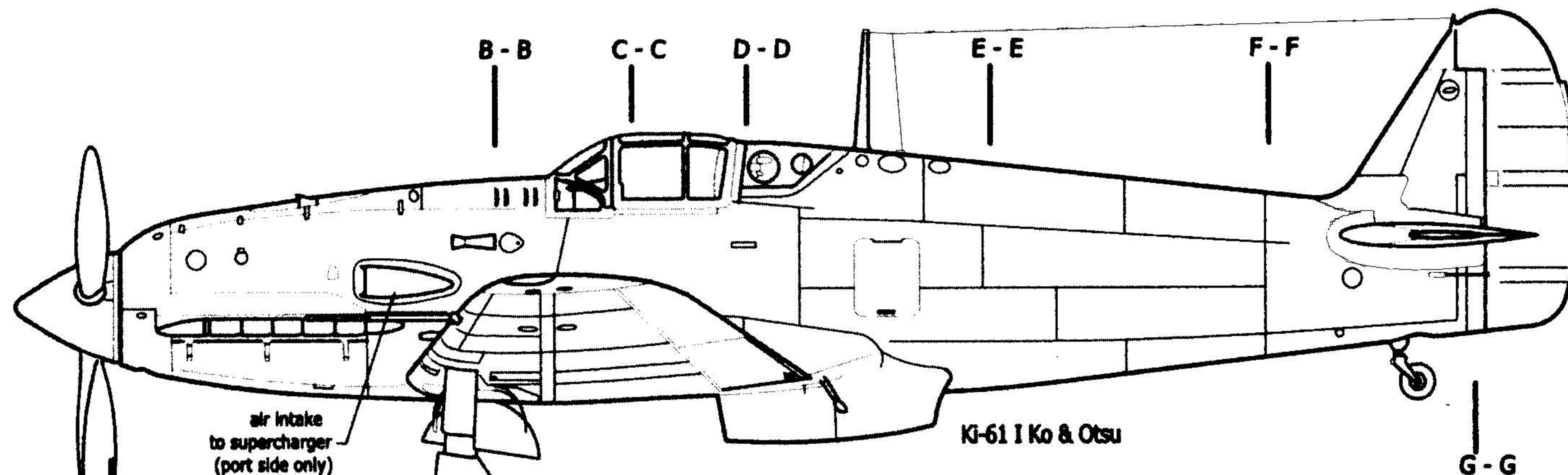
PLAN VIEW
KI-61 I Ko & Otsu

2260 from C/L

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SCALE 1 : 48

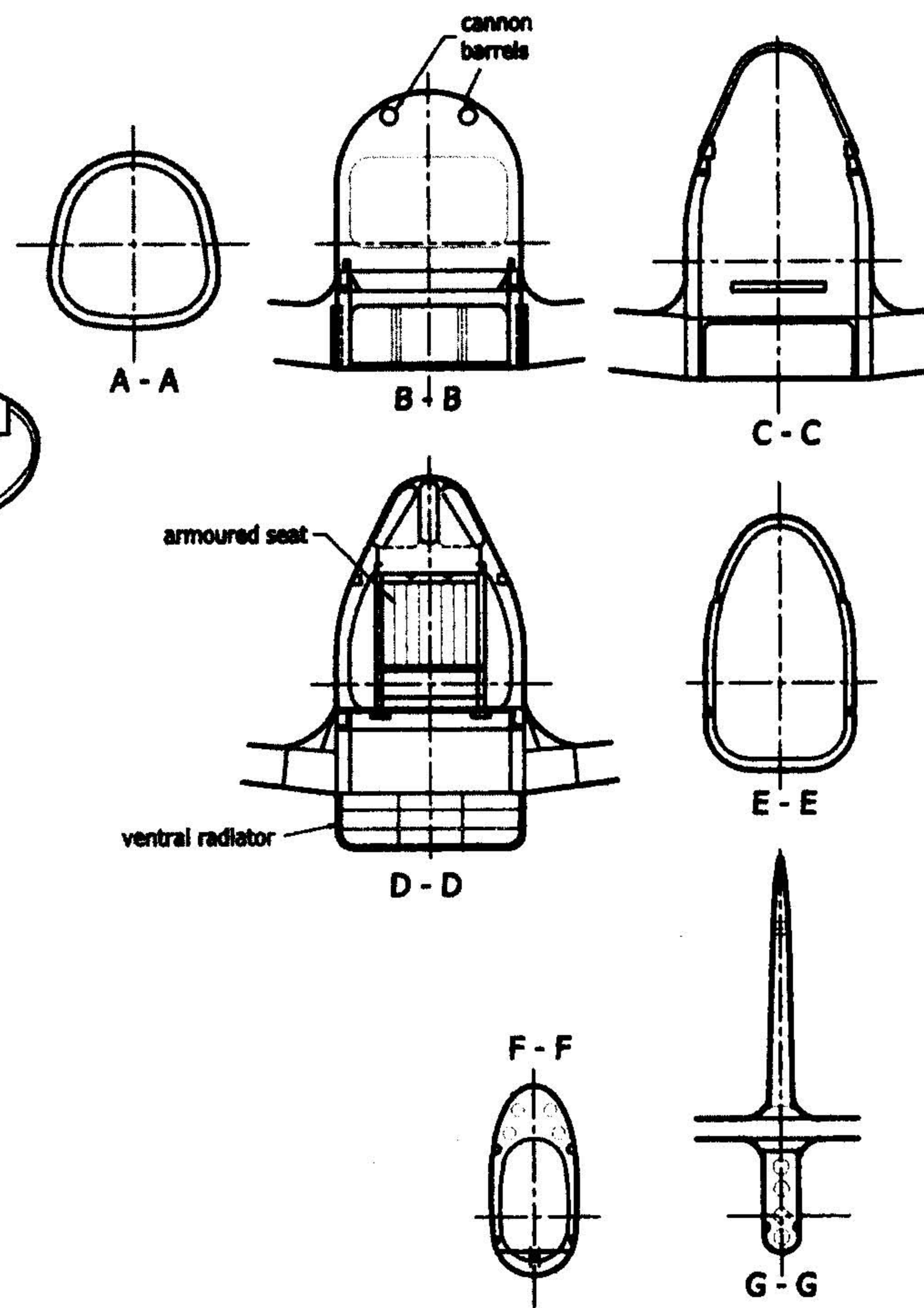
KAWASAKI Ki-61 Type 3 Fighter 'HIEN' (Swallow)



KI-61 I Ko & Otsu

G - G

air intake to supercharger (port side only)



armoured seat

ventral radiator

F - F

G - G

hard points for bomb rack attachment

Underside View
KI-61 I Ko & Otsu

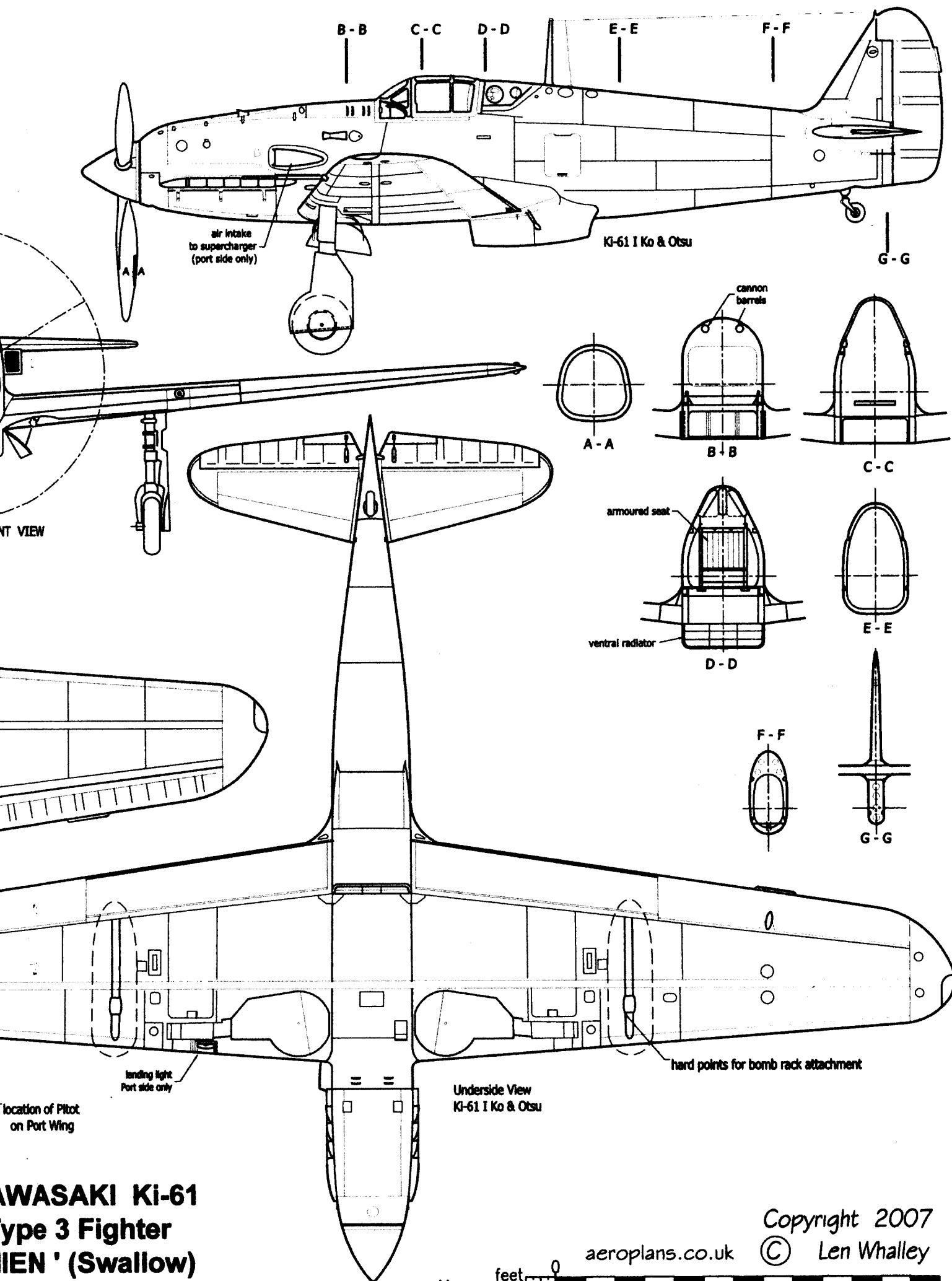
landing light
Port side only

location of Pilot
on Port Wing



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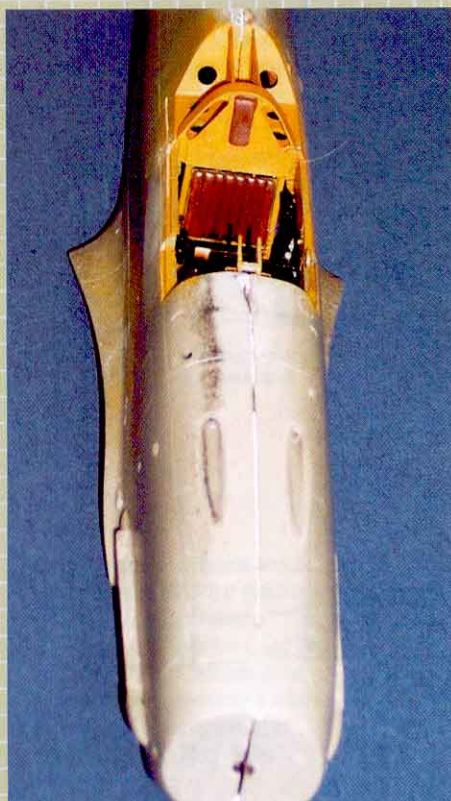
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KAWASAKI Ki-61
Type 3 Fighter
'SHEN' (Swallow)

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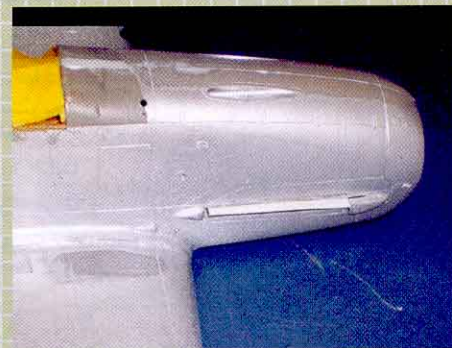
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Only a small amount of Tipp-Ex was used on the fuselage seam line to achieve a perfect finish



The intake under the nose was replaced with some etched brass mesh stamped out with a hole punch



Thin resin glareshields were replaced with stronger plasticard



Completed cockpit looks impressive

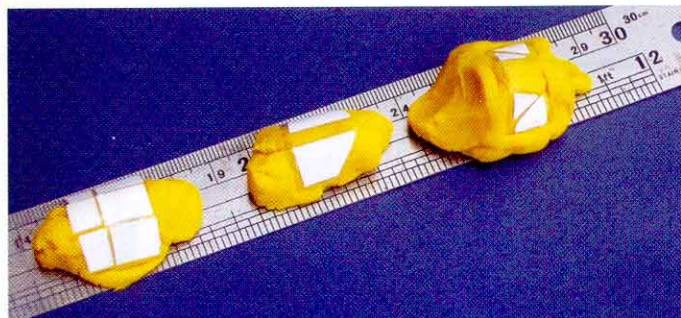
fuselage and wings. Once dry this was masked with Tamiya tape to create the white 'bandages', the dimensions for which are given in millimetres on the instruction sheet, eliminating the need for guesswork. The ailerons were now removed and with the other control surfaces given a coat of Tamiya IJA Grey.

Now for that natural metal finish. As we had just received samples from Little Cars of the new Alclad II (see review in 'Accessories', p.XXX), they were chosen for this model, starting with an overall coat of airframe aluminium. Once this had dried individual panels were then masked off and other shades applied to a random selection of panels, and to items still to be attached to the model such as the undercarriage legs and doors.

More panels were masked off so that I could use some of Hawkeye Designs SNJ aluminium polishing powder. This was applied with a good quality cotton bud to burnish the panels to a different metallic shade from the base colour. I now

permanently attached the control surfaces to the wing in slightly deflected positions before proceeding to the next stage of painting — the mottle camouflage. This an area with which I have always struggled on previous models, but those days are now in the past thanks to a change of airbrush. A few months ago I was fortunate to be given an Iwata Eclipse for review, and was very impressed by its very high quality, with just one head and needle that can spray a very fine line or cover large areas with equal ease. Another big plus is that it is very easy to clean. In most cases you need only spray some thinner through between colours and at the end of a session strip the airbrush for a more thorough clean and reassembly, which takes just a few minutes. After a few weeks my Badger 100 and 200 were being left on their stand as the Iwata became my first choice.

One of the problems I had experienced with my old airbrushes was



Vinyl masks applied after the canopies had been fixed to a Play-Doh support

applying a mottle camouflage, as the thickness of my sprayed lines always varied and I found it hard to obtain a consistent flow of paint from the double-action airbrush. On my Badgers there is a small screw that stops the trigger moving all the way forwards, giving some control, but Iwata have developed a far better system. I purchased from Little Cars for £10 an Iwata preset handle, which is a straight screw-on replacement for the Eclipse's standard handle. A small screw at the back of the new handle adjusts the distance that the needle moves to the rear, making spraying of a consistent-thickness line easy. All you have to do is adjust the screw as you test-spray paint onto a piece of card. Once you have a line of the desired thickness you just leave the screw at that setting. Now, every time you pull back on the airbrush's trigger you will get an identical-thickness line. This is invaluable when painting colour schemes such as a Luftwaffe 'scrabble'

pattern or mottle finishes such as that on the Tony.

I applied the IJA Green mottle pattern freehand to the upper surfaces of my model, keeping a number of photographs of Tonys nearby so I could monitor the effect I was aiming for. Pleased with the result, I masked off the black anti-glare panel before finishing the painting stage by applying the cockpit interior colour to the insides of the undercarriage doors and to the bay itself. With painting completed I moved straight on to decalling.

Decals

Produced by Fantasy Print Shop, the decals are among the most complete that I have ever seen in a kit, indeed they put many aftermarket sheets to shame. The first sheet supplies very complete stencilling and includes wing walkways, correctly-coloured Hinomaru that have been pre-cut to fit on the separate ailerons, and the orange/yellow



White primer applied on the fuselage. Note the good wing-to-fuselage join



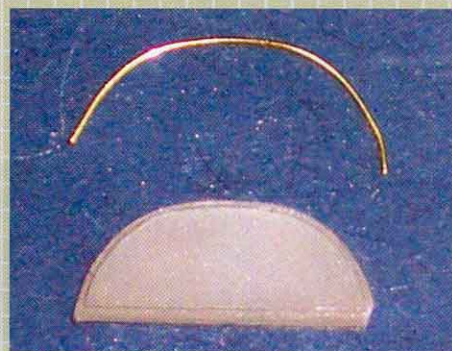
White 'bandages' and cockpit masked off



Some panels are masked off to provide a realistic contrast in natural metal finish



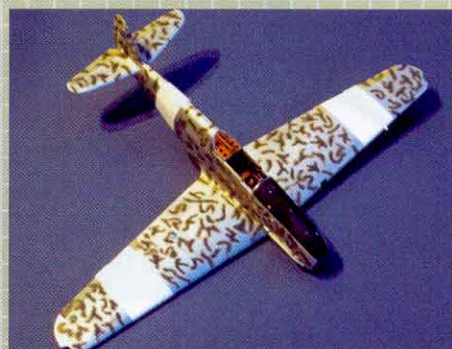
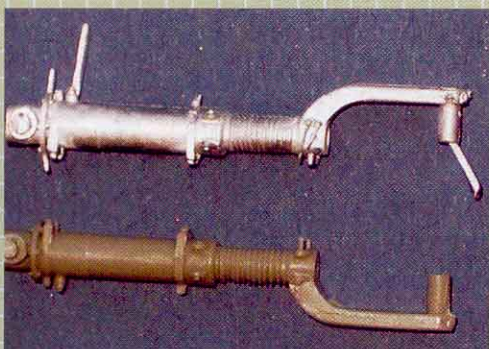
Masking removed — looking good!



A resin template is provided to make a brass retraction bow for the inner undercarriage doors



Alternative wheels and inner undercarriage doors and resin and white metal legs are supplied



The 'scrabble' scheme was applied freehand

leading-edges, once again provided in multiple parts to cover the sections that overlap the undercarriage doors. On a second sheet are all the individual items for the five markings options. A full-colour placement guide is keyed to individual decal numbers.

The decals worked well Micro Sol and Set, with absolutely no silvering. The only problem I encountered was partially my fault. When I had been freehand spraying the mottle finish I had carried on over the leading-edges of the wings that were to be covered by the orange-yellow decals. These turned out to be slightly translucent, so the darker camouflage showed through. I could have overpainted the decals, but decided to weather the leading-edges with some chipping which in partially hid the problem: not a perfect answer for the purist, but good enough for

me! These decals lived up to their promise and are among the nicest I have used in a long time.

The Final Bits

With the decals on it was time to address those items that I usually manage to knock off, such as the pitot tube, aerial mast and undercarriage. I decided to use the resin legs for their slightly better detail, but on my next build I will use the white metal alternatives for their greater strength. This is heavy model which 'shivers' on its legs if you knock the table.

The kit supplies two different styles of wheel hubs. Most Tonys used the plain design, but the spoked style may have been fitted to some of the aircraft featured in the markings options. The aerial mast was reinforced with a small brass pin

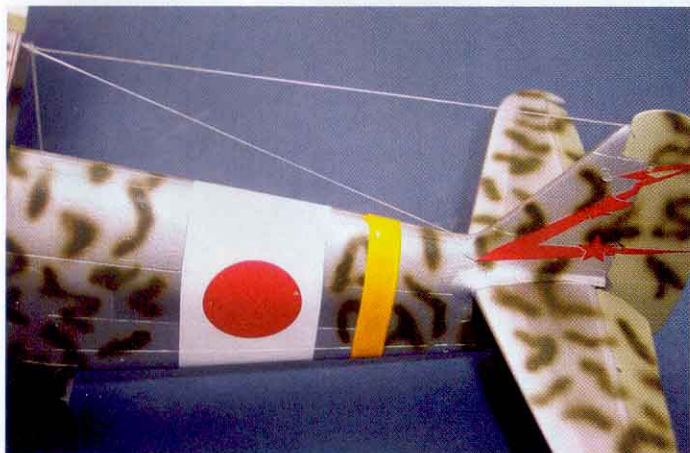
before the wires were added from my favourite Gold Zack knitting-in elastic. This is a Lycra thread which is easy to apply, self-tensioning, and is almost impervious to rough handling — very useful if you take your models to shows. The instructions clearly show the different aerial layouts for the five options. It only too a few minutes to rig my model.

Now I was on the final straight. The propeller is made up from a spinner and three separate blades. Ensuring that blades are installed at the correct angles relative to one another and at the correct pitch setting is aided by small markings on the hub which help maintain alignment. Navigation lights are supplied in two different styles, the later type being pre-coloured, while the earlier, larger type need to be tinted with clear red and blue paints. Now I will introduce

to an aspect of my modelling well known at my local club.

The Francis Factor

It's a bit like Murphy's Law. Just as you think you have completed the best model you have ever made, you will screw it up in major fashion. With my Tony almost complete I turned to the one area about which I already had some concern: those vacform canopies. They are very thin and clear, with the basic framework just visible on the mouldings. Two sets are supplied against mistakes, and unfortunately I ruined both as I was cutting them out. This was caused in part by my own inexperience with this type of canopy, but was not helped by the thinness of the plastic which makes them very difficult to work with. A quick call to MDC and a replacement pair was in the



Lycra thread was used for aerial wires



Subtle weathering was applied using CMK powders



post by return. Unfortunately the Royal Mail tried their best to flatten the box, and both windscreens suffered damage. With deadline fast approaching I had no choice but to use them, but I chickened out of cutting and passed them on to one of my club's vacform experts to prepare for me. He agreed with my opinion that these are not ideal for the newcomer to this type of canopy. The plastic is tricky to work with, as no undercut has been moulded at the separation point to help guide your blade, and at some points it has been stretched wafer-thin.

One really nice touch is those vinyl masks that make obtaining straight canopy frame lines simple. First I placed the cut-out canopies on some Play-Doh robbed from my daughter's toy box. This had two purposes: it added strength to the thin canopies as they were being masked, and it helped me see the faint moulded frame lines so I could accurately place the masks. I replaced the front windshield mask with one from Tamiya tape as I was concerned that the vinyl would not sit down tightly across the sharp curves in this area. I did this by placing some tape on a hard surface, attached the vinyl mask on top as a template, then ran a sharp scalpel blade around the vinyl to produce an exact replica in the Tamiya tape. I airbrushed the canopies with Halfords aluminium and once dry the masks were removed and the transparencies attached with PVA glue.

To finish the model a little light

weathering was applied with CMK Stardust powders. I used black smut around the exhaust and gun barrel and light earth on areas where ground crew and pilots would walk. Small areas of wear were reproduced by dry-brushing some Gunze Sanyo aluminium.

Conclusion

The only aspect of this model that makes it unsuitable for the novice is that canopy. I hope that MDC could look at an alternative method of reproducing these in future kits for the less experienced or those who are also affected by the 'Francis Factor'. This is certainly one of the finest models ever produced and at only £72.50 including post and packing is unbelievably good value for money.

I am looking forward to future joint projects between MDC and Radu Brinzan if they are to be of this quality. These include a Hawker Tempest, a conversion for Tamiya's Type 21 Zero to a Rufe floatplane, and a twin-engined Luftwaffe type.

Our thanks to MDC for the review sample and their speed in supplying me with replacement parts. For those interested in ordering this kit see MDC's advertisement in this issue, or if you are in London visit Hannants shop next to the RAF Museum at Hendon, who are stocking MDC kits and the Gunze Sanyo paint range.

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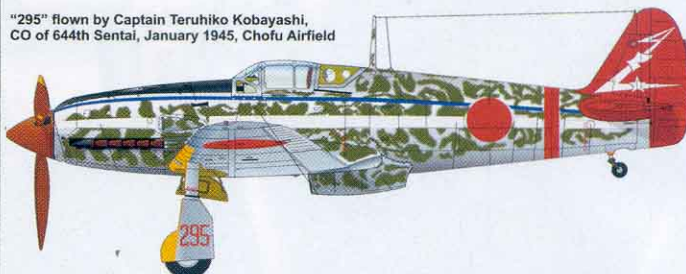
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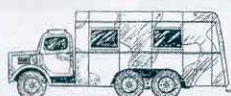
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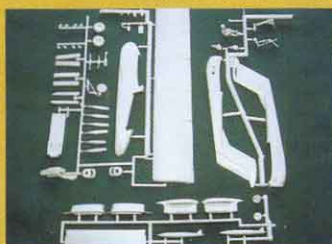
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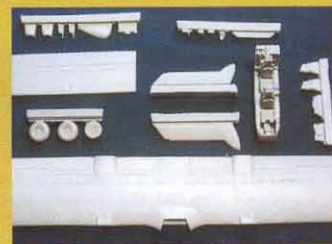




Testors OV-10A Bronco kit — "A bargain at £10"



"There is not a lot of plastic compared with many of today's offerings. The detail — including rivets — is mainly raised but acceptable"



Paragon's resin detail set includes cockpit tub and complete replacement wing, tailplane and rudders

Bronco Busting

Tom Hall Updates Testors' venerable 1/48 scale North American-Rockwell OV-10A Bronco

I am not really sure why I decided to build a Bronco. It isn't up there among the list of famous aircraft which model manufacturers rush to produce, and you have to look hard to find more than a few brief references in aviation books and magazines. Perhaps that was part of the appeal? It certainly looks different, and if you can call a military aircraft 'pretty' the Bronco comes close to qualifying.

First flown in 1965, the Bronco proved to be a capable performer of a wide range of tasks, but was particularly suited to close-air support, armed reconnaissance and forward air control. It performed all these tasks (and more) most credibly during the Vietnam War.

To undertake these duties the Bronco was of simple but rugged construction, designed for field maintenance using only hand tools, and incorporating armour protection, a bulletproof windshield and self-sealing fuel cells in the wing. The rugged trailing-link landing gear was designed for operations in

remote/rough areas, and particularly good visibility was provided by mounting the fuselage under the wing, with a big glasshouse canopy covering the tandem-seated pilot and observer. Twin 715 shp Garrett AiResearch T76-G turboprops extended into two booms which give the Bronco its distinctive appearance and also carried the high-mounted tailplane. By modern standards the Bronco was quite petite, with a 40-foot wingspan and little more in length. Armament comprised a centreline station for a 20 mm gun pod (or 150-, 230- or 300- US gallon fuel tank), four 7.62 mm M60C

machine guns in the sponsons, and sponson- and wing-stations for rockets, missiles or bombs.

When it comes to modelling the Bronco you are not faced with a lot of choice. I rarely build in a scale smaller than 1/48 (unless the subject is particularly large in the first place — my fingers are not designed for microsurgery), so it came down to the 1/48 kit produced by Testors. I think this has been around for a while and I had not built a Testors model before, but I was reasonably pleased with the box contents. There is not a lot of plastic compared with many of today's offerings, the detail — including rivets — is mainly raised but acceptable, and there is a little bit of flash and some shrinkage in places, both of which are

easily dealt with.

The plastic is grey and cuts nicely without any tendency to shatter. Decals are provided for one US Marine Corps and one US Air Force aircraft, with an additional option of low-visibility markings for the latter. The instructions are of the exploded drawing kind, four sides covering the whole construction sequence. The painting guide is nicely illustrated.

Inevitably, the cockpit detail provided in the kit is sparse and includes only one ejection seat. In the real aircraft the rear seat could be removed to provide greater cargo capacity but given the large clear canopy, some additional detail was clearly needed here to give a more realistic appearance. An eye-straining scan of Hannants' catalogue

provided only one additional source of detailing — the Paragon update set at £26. I don't like purchasing items sight unseen, but I have never been disappointed with Paragon's products, so the order was placed and duly delivered in its sturdy box.

As I had hoped, the contents included a complete cockpit tub with both ejection seats, but what I hadn't anticipated was the inclusion of a complete replacement wing and tailplane. That effectively made the two largest kit components redundant! Also included were replacement wheels, rudders and an etched fret for undercarriage doors and additional cockpit detail. All the components were nicely cast and free from any blemishes.

The Paragon cockpit began the

construction sequence with the usual coat of grey primer, followed by detail being picked out in appropriate colours and a light wash to bring out the shading. There is only a thin casting block under the cockpit tub but this must be removed to make room for the nosewheel. The seatbelts are moulded integrally with the seats. Years ago at the Mildenhall Air Fete (ah, those were the days!) I had had the foresight to photograph a Bronco cockpit and this provided a useful reference for colour and detail. As noted, references on the Bronco are not plentiful but I did find some excellent pictures on a website of a Bronco undergoing a rebuild. The Internet, though sometimes frustrating, can often provide a lot of information for aircraft buffs (my wife, however, is still



Paragon's resin cockpit tub with integrally-cast LW-3B zero-zero ejection seats



Kit wheels (top) compared to Paragon's resin replacements



Kit's main undercarriage leg as supplied (right) and after drilling-out (left)

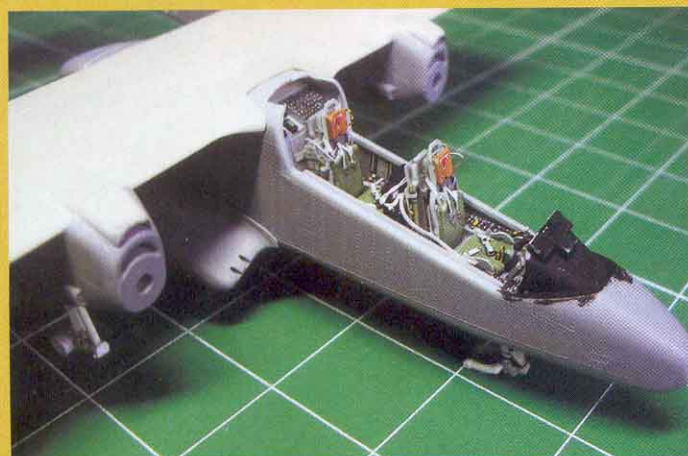


Nosewheel leg after integrally moulded wheel had been removed

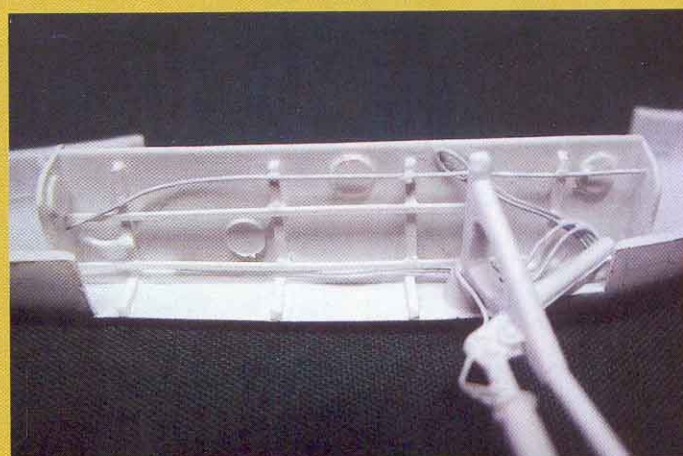




Resin cockpit tub after detailing and painting



Trial fit of replacement resin wing to fuselage pod; oil coolers also added to upper cowlings



Tom detailed the bare wheel wells supplied in the kit with plastic strip and wire

searching for a recipe for chocolate fig cake, if any modellers out there also dabble in the culinary arts).

The kit provides a decal for the front instrument panel but this looked a trifle flat, so I decided to paint the Paragon replacement. I did the same with the rear panel and went to the bother of drilling and inserting wire into the rear of these instruments, only to find that there was insufficient room available when I came to locate it behind the front ejection seat. The seat firing handles are included on the etched fret.

In between painting sequences on the cockpit I turned to the undercarriage. The kit's nosewheel is provided as a one-piece moulding, so the wheel had to be carefully sawn and cut away to allow the replacement resin nosewheel to be fitted. The main undercarriage legs are similarly too solid in the upper frames, so I drilled and cut away some of the plastic from the centres of these.

Each of the main wheels is located in one of the twin booms and Testors have left the undercarriage bays as open spaces. On the principle that someone, some day, might peer inside I felt obliged to box these in with plasticard, add some strip and wire and gave them an undercoat and base coat of white in

preparation for a later finishing.

Back to the cockpit, and with most of the detail picked out this, and the nosewheel leg, were sandwiched between the fuselage halves. I needed to thin down the cockpit coaming before the front instrument panel would fit properly. This was definitely looking like a potential tail-sitter so I took the opportunity of cramming as much lead as possible into the small nose section before and after the fuselage halves had been joined.

Paragon provide replacement rudders incorporating (somewhat strangely) the upper rear section of the fin, so these have to be cut neatly away from the twin booms before they can be assembled. Again the undercarriage legs needed to be set in place before the boom sections were sandwiched together. When dry, I tidied up the seams on the booms and fuselage and scribed panel lines into the upper and lower surfaces because Testors, despite putting much rivet detail on the sides of the fuselage and booms, largely ignored all the other surfaces. The two sponsons which carry the four machine guns were then attached to the fuselage after building up their fairings where the seams had left small gaps. While

considering what to do next I added some twisted fuse wire, which had been sprayed with Halford's white primer, along the cockpit walls and behind the rear instrument panel, as such wiring was quite evident in my Mildenhall photograph.

The booms were then attached to the Paragon resin wing. Throughout the build all these aftermarket accessories were a very good fit. I worried about the tailplane fitting within the booms once these had been attached to the wing but there was sufficient 'give' for it to slot into place. Engine cowlings block off the front of the booms and I put some mesh behind the intakes to help reduce the 'see-through' look.

After more tidying up of seams I added most of the small details supplied in the Paragon set: oil coolers to the engine cowlings, a centreline armament pod, and small sensors to the fin and booms. Paragon also supply replacement undercarriage doors in the etched fret but I feel that many such etched parts are often too thin for realism so I glued them to very thin plasticard to give them a bit more 'body'.

A trial mating of the wing and boom assembly to the fuselage pod showed it to be a reasonably good fit, but I added

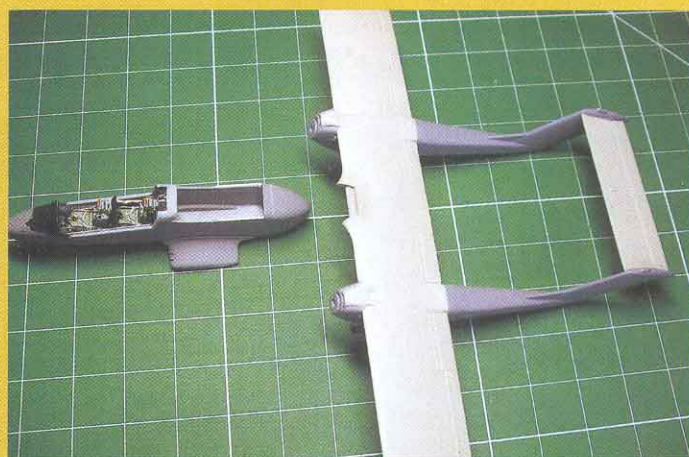
a thin wedge of plastic strip to the rear of the cockpit to bring the wing section and fuselage into a better alignment. A further Paragon 'add-on' covers most of this rear wing/fuselage joint so it is important that these surfaces are flush but, overall, the wing/fuselage joint required very little filling.

It's my usual practice to leave cockpit canopies open on the basis that if you have spent hours detailing the cockpit it should be seen. Testors supply the canopy in four pieces — windscreen, top section and two side panels. To display the canopy open I carefully cut one of the side panels into three sections. Fitting and painting canopies is not one of my strong points, so I used strips of painted Tamiya masking tape for the internal framing. Early one morning, and very slowly, I then fixed the windscreen, canopy roof and rear side panels in place with beads of superglue. I chose to fit these in place before painting reasoning that it would then make it easier to mask off the remaining cockpit detail.

The propellers have to be assembled and each blade is sandwiched between the two split sections of the spinners. Testors correctly supply 'handed' propellers, the 'advancing' blade on each



Kit tailbooms undergoing surgery to accept Paragon's replacement rudders



Wing/tailboom/tailplane assembly ready for mating to the fuselage pod. Note strips of plastic attached to wing 'saddle' to align it with top of fuselage



Main airframe assembled



Basic Vietnam-era 'Lizard' colour scheme applied, followed by pastels to add tone to the base colours, then an overall coat of gloss varnish ready for the decals

side moving inboard when viewed from the front. Whether you build the Air Force or Marines version, the propeller tips are finished in two or three warning stripes so the painting of these has to be spread over a few days.

I had previously decided to finish my Bronco in the Air Force 'Lizard' scheme of dark grey/dark green/medium green, so it was time to mask off the canopy and wheel wells before priming the whole airframe with Halford's grey. It was then a matter of repeated masking and spraying to build up the camouflage pattern with the three basic colours. Unfortunately, my build coincided with the demise of Airfix and there was only a limited stock of Humbrol paints available. I used 79 (blue/grey), 226 (Interior Green) and 80 (grass green), finishing off each coat with a slightly darkened and random spray to give each colour a bit of shading and depth. When the masking was removed and the paint dry I used a stiff brush and some ground-up pastels to scrub in a bit more variation in tone. A coat of gloss varnish was then applied to seal in the finish and provide a base for further weathering and decals.

When the varnish was completely dry I brushed slightly thinned Raw Umber oil paint along the panel lines and after 10 or 15 minutes rubbed this off with a clean (felt-free) rag working in the general direction of the airflow. I used a thinner wash of the same paint on the wheel wells before a further coat of varnish was used to seal this detail and provide a good smooth finish for the



decals, which went on without any problems, although the long wing walkway will suffer only minimal handling after being slid into place. Usually I enjoy this part of the build when the model really starts to come to life but in this case, putting low-visibility markings on a dark paint scheme provided only minimal satisfaction and simply confirmed why they are called 'low visibility'!

My usual habit of ignoring instructions resulted in my missing some detail painting on the top of the fins, so careful masking was needed to remedy this omission before a final coat of matt varnish was applied overall.

I have previously acknowledged the damage which I usually inflict during finishing-off a model and I resolved to take this one steady. Engine exhausts were fitted and I tidied up the cockpit

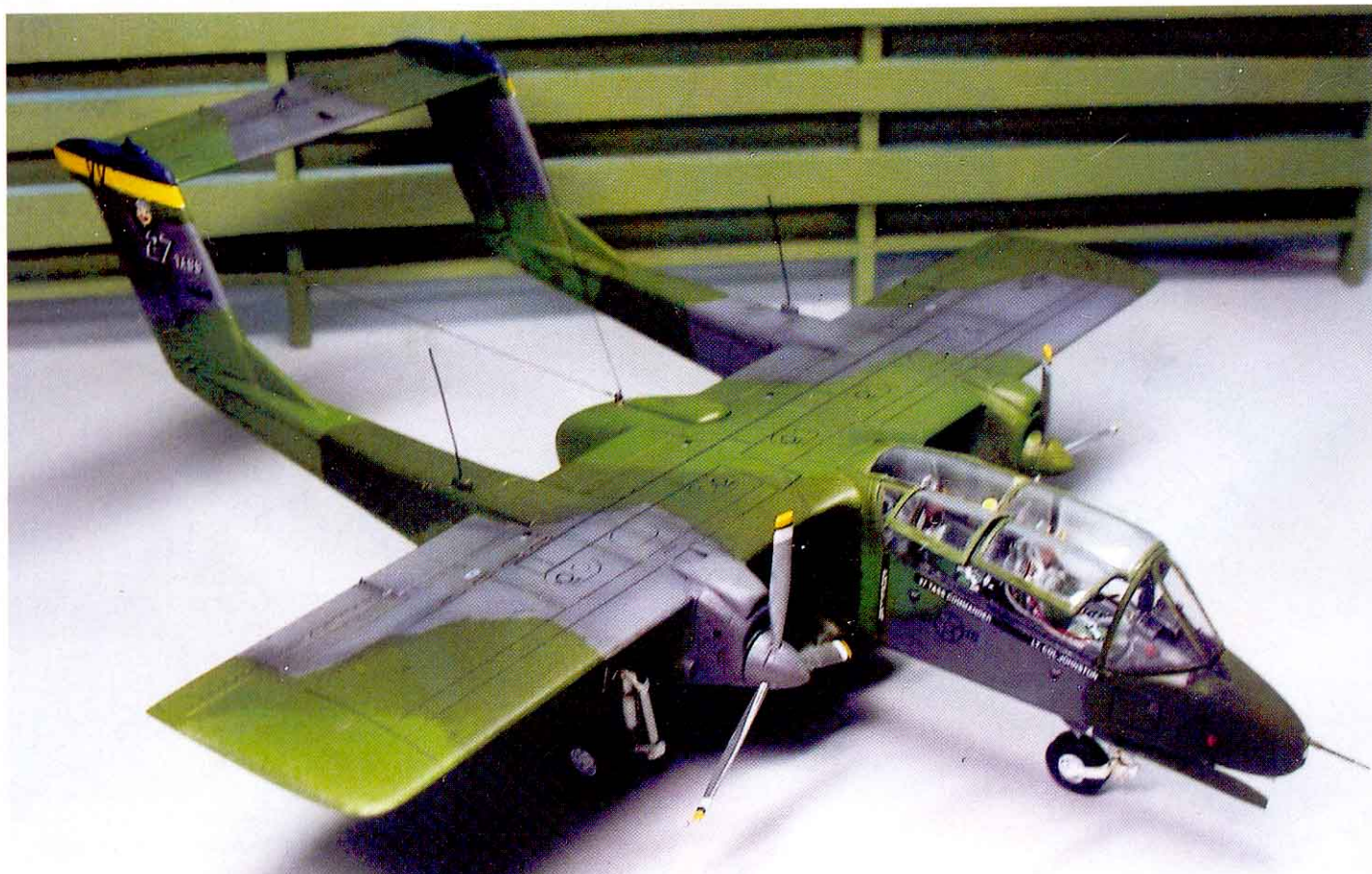
sills after adding a bit more internal detail. The open side panels were then attached (two or three times in fact!) with handles and springs fashioned from fine wire for additional detail. Springs — which can also double as oxygen hoses — are easily fashioned from fine wire wound around a steel or brass wire core and then slipped off the end when you have the required length.

Paragon include a windscreen wiper in the etched fret as well as horn balances, which I padded out with the addition of some white glue. I added aerials from fishing line and wire and the nose light that I had previously drilled out. While accompanying family (female) members in pursuit of materials for their own hobbies I have found that craft shops, which cater for the current, seemingly strong interest in scrap-booking and card-making, are a useful

source of accessories. These include reels of user-friendly coloured wire and I recently came across some cards of miniature gemstones which make ideal lights and lenses (with built-in sparkle!).

And that, without too much difficulty, was the Bronco tamed. It looks different and makes a neat little model. The only difficult/fiddly part of the build related to my decision to open up the canopy which is obviously a non-essential embellishment as its large size gives a relatively good view of the cockpit interior anyway. During its service life the Bronco was employed in a number of different colour schemes so there is a degree of choice in how you choose to finish the model. The lack of cockpit detail does need remedying, but in today's market this kit has to be a bargain at £10.

SAMI



OV-10 Bronco

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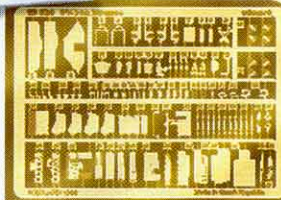
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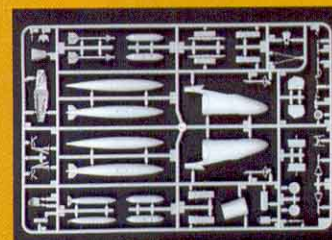
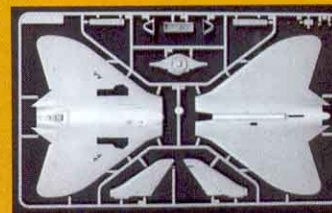
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The kit's box art. On their 1/72 series Tamiya always use a photograph of the completed model



The kit's decal sheet



Kit sprues



Fast Flying 'Ford'

Trevor Pask builds Tamiya's 1/72 scale Douglas F4D Skyray

The Douglas Skyray was one of many innovative military aircraft designs of the late 1940s and '50s which had comparatively short service lives. At that time technological development was rushing ahead at a frantic pace. The Cold War supported military research and development budgets with a more or less open chequebook, and some spectacular aircraft designs were among the results. A few became long-lived classics. Many, however, only existed as prototypes, and some went in and out of service in just a handful of years.

The F4D Skyray (popularly dubbed 'Ford' and later redesignated F-6A) was one of the latter, and 50 years later is largely forgotten. This lack of recognition is probably largely due to the fact that the Skyray never saw active service — thankfully, as if it had, it would have been over Cuba during the missile crisis!

To modern eyes — superficially at least — the Skyray does not look its age, and from some angles might be a retro-version of a current fighter such as the Eurofighter Typhoon. The distinctive delta wing platform of the aircraft was heavily influenced by captured WWII German technology, notably the work of Dr Alexander Lippisch in the field of tailless aircraft. In 1947, the US Navy began to look at a quick-reaction fleet defence

fighter, design targets including a maximum operating altitude of 40,000 feet and maximum speed of 600 mph. Development timescales for the aircraft were comparatively long for the 1950s, although they seem absurdly short by modern standards. Headed by the legendary Ed Heinemann, the design team at Douglas's El Segundo plant, which had been responsible for the Skyraider and would go on to design the Skyhawk, evolved the Skyray. Two prototypes were ordered in December 1948 and the first XF4D-1 made its maiden flight from Edwards AFB on 23 January 1951. On 3 October 1953 the second prototype, flown by US Navy Lt Cdr James B Verdin, broke the Absolute World Airspeed Record at an average 752.944 mph, wresting the title from Britain's Mike Lithgow, whose Supermarine Swift had reached 735.70 mph just eight days previously. On 5 June 1954 the first production F4D-1 went supersonic on its maiden flight, but it was to be nearly two years later that the Skyray finally entered service. The delays were due to problems with the original Westinghouse XJ-40 engine, replaced by the Pratt & Whitney J57 on production aircraft, and systems which were generations beyond their predecessors. The aircraft was highly unstable, and a form of early fly-by-wire

technology was required to make it work. This was years ahead of its time and directly fed into the Gemini two-man spacecraft which was built by Douglas in the 1960s as a precursor to the later Apollo programme. Fifty years on, FBW is the norm, but it all started in the 1950s with aircraft such as the Skyray.

The Skyray's career was destined to be short, however, and by 1962 it was being phased out of front-line service. In part this was because more mature designs such as the F-8 Crusader had been developed, but also because the Skyray was a specialist quick climb-to-height interceptor. A change in policy dictated that more versatile multirole types were to be embarked upon carriers, and that as much as anything else ended the brief career of the aircraft. It did, however, stay in service just long enough to be (confusingly) redesignated F-6A in a new numbering sequence. In 1962, a common designation system for all US military aircraft was introduced, with the fighter sequence beginning at F-1. Confusingly, newer and older types were assigned numbers at random, and an aircraft which was to remain in service for decades, the Phantom, was called the F-4, whereas the Skyray which was on the way out of service, was called the F-6. This series only really began to



The Eagle Strike Productions aftermarket sheet



The lower wing surfaces under construction



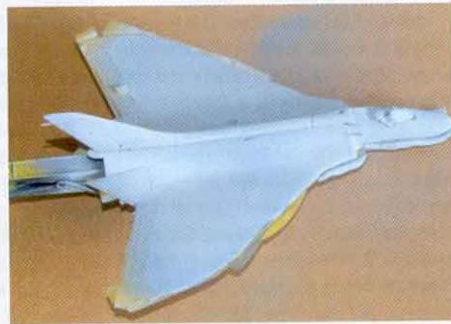
The fit of parts is generally excellent, but some help is always advisable



Bringing everything together. Compared to the rest of the kit, the intake lips do not fit terribly well



Completed underside of the model with weapons pylons and undercarriage legs installed



Dusting on the first coat of Tamiya X19 light grey

make sense a decade later when the F-14, F-15, and F-16 appeared in quick succession.

A much improved version of the Skyray — the F5D-1 Skylancer — was developed by Douglas, but by the time this design was flying, there were just too many other good aircraft around — notably the then-in-service Vought F8U Crusader — and that programme was limited to four prototypes. Three of these aircraft (one was lost on its maiden flight) had a lengthy service at Edwards AFB testing radar, instruments and armament systems, and two were extensively used by NACA/NASA for testing the aerodynamics of the Boeing X-20 Dyna-Soar spaceplane. Neil Armstrong was one of the project pilots who flew the Skylancer at NASA's Dryden Flight Research Center. The Dyna-Soar was eventually cancelled as the cost of the Apollo programme spiralled, but much of the data gathered was fed into the Space Shuttle programme. Later, Skylancer NASA 802 was fitted with an ogee wing for supersonic transport studies.

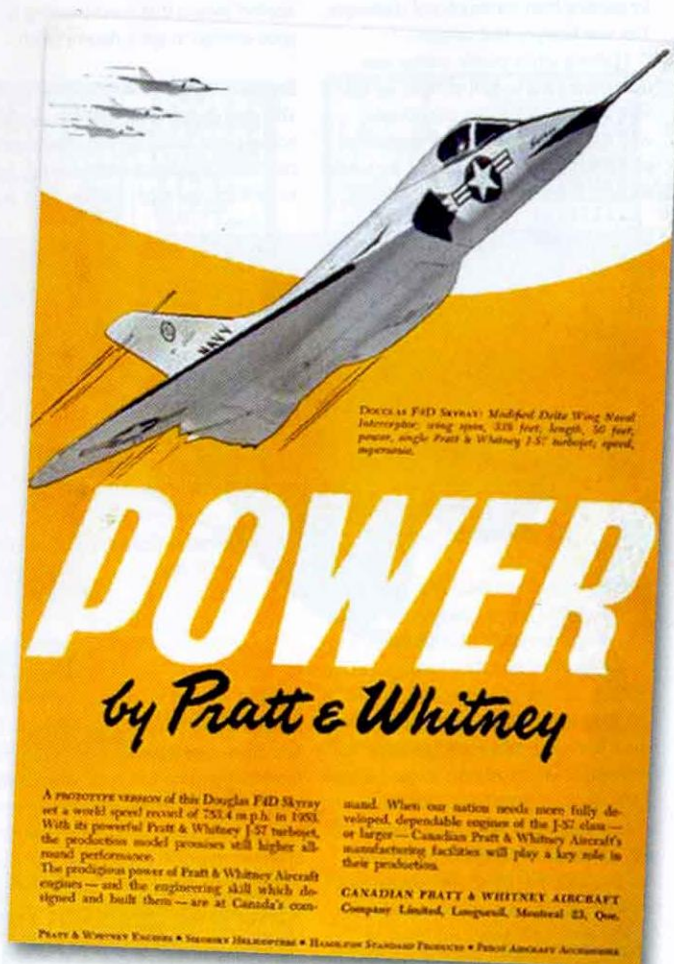
The Kit

Currently there are two mainstream kits of the Skyray available, in 1/72 and 1/48 scales, both from Tamiya. Both kits were produced at the same time and from the same drawings in the late 1990s, and the 1/72 version is simply a scaled-down version of the larger kit, but without the latter's wing fold option. The quality of both is excellent. Airfix produced a version in the late 1970s which was due a reissue before that company folded, but it would require a considerable amount of work to get it up to the Tamiya standards. Aeroclub

produce some white metal parts for anyone who wants to attempt it, but my advice would be to buy the Tamiya kit, which is brilliantly engineered and should not present even the inexperienced modeller with any serious difficulties. If anything, the model is so well engineered that it can easily lead one into a false sense of security. The secret with kits of this quality is to treat them as you would a more challenging product, as the care and patience you show the project should be rewarded with a much neater model than might otherwise be the case.

The squat blended wing configuration of the Skyray lends itself to the basic airframe of the kit being split horizontally. Some internal detail such as the front of the engine and the wheel well sides has to be added and painted before the two halves are joined, but this is easily done and the fit of the parts is exemplary. The cockpit area and the front fuselage is more conventionally split vertically and fits neatly to the main bulk of the aircraft. Cockpit detail is good. Unlike the larger kit, no pilot figure is provided here, and as the seat has no representation of its harnesses, I added these using some thin strips of Tamiya masking tape.

Once the nose has been added to the model the air intakes complete the main airframe. The fit of these is not so good, and is one of the few disappointments. As I had used so little filler on the rest of the model — with the result that all of the recessed panel detail was intact — I decided to persevere and trim the intakes to get an acceptable fit before attaching them. With lesser kits I would have simply attached them and gone ahead and applied filler, but a more careful



Contemporary advertisement for the Skyray from engine manufacturer Pratt & Whitney



Applying a coat of Johnson's Klear before decalling



Decal application underway



Almost completed model awaiting its final matt coat

approach paid dividends in this case.

Moulding the wing fences as a integral part of the wings is a little simplified for a kit of this quality, and some careful cleaning up is therefore required to get a neat result along the leading-edge. With hindsight a better option would have been to have removed these details and replaced them from Eduard's etched fret. Some careful work with a little fine wet 'n' dry paper can create an acceptable result however, and soon the model was ready for painting.

Painting

Many Tamiya models are more canvases for painting than constructional challenges. This was firmly in that category.

Halfords white plastic primer was used during the construction as an aid to where the minimal cleaning-up work was required. A final neater application of the same paint was used as the under surface, undercarriage and wheel well

variegated grey tone. Conventional pre-shading could be a little too intense in this scale, but a simple application of one shade of grey can be a little too flat and uniform for realism.

US Navy jet aircraft of this period typically had a silver anti-corrosive coating applied to their wing leading-edges. This was a little difficult to mask up given the compound curves of the wing and integrally moulded wing fences, but is one of those tasks where patience will be rewarded. Humbrol silver 11 mixed with a little matt white is a good representation of the anti-corrosion finish in this scale, and the tiny amount of paint which needs to be applied means that hand-painting is good enough to get a decent finish.

Decals

The engineering of Tamiya kits is often brilliant, but the quality of their decals can leave a lot to be desired. They tend to be thick and often include large areas

markings for VF-3, VF-213 and VMF-542 Skyraiders. Eagle Strike approach the VF-3 scheme by expecting the modeller to paint the main blue areas and then add a large number of individual stars. This is the better way to go than Tamiya's route, and I was tempted, but chose instead to go for the more restrained white and light blue chequerboard tail of VF-213.

The Eagle Strike decals were a little disappointing. I prepared the surface of the model well with several coats of Johnson's Klear to provide a decent gloss finish, but all of the decals experienced



some adhesion problems. They reacted well to Micro Set and Sol, and conformed acceptably to panel detail, but they did not want to stay down and I had to seal each one in as I went along with more Klear. Several kit decals — such as the wing walk areas — are needed to complete the project. Ironically, I experienced no problems with these!

Neither the kit's nor Eagle Strike's decals were suitable to represent the red warning markings around the air intakes, so I masked up the red areas and hand-painted them using Humbrol Ferrari red.

Once the decals were all on I wasted no time in airbrushing the entire model

with Humbrol Matt Cote to seal everything in and create a uniform surface, then washed it with a very heavily thinned mixture of Humbrol matt black which emphasised the recessed panel detail beautifully.

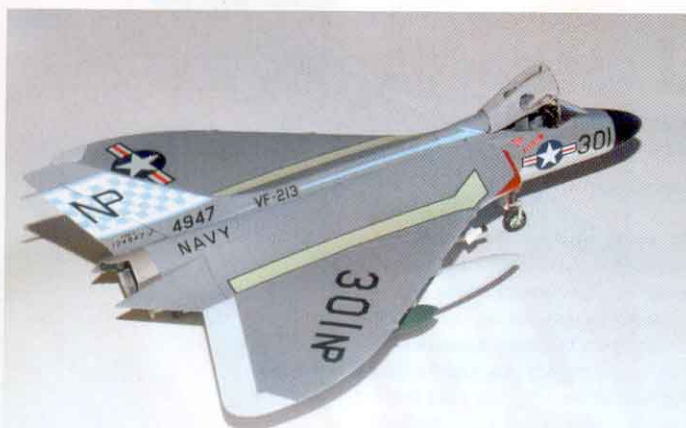
Finishing Touches

When the model could safely be handled again I attached the undercarriage doors, and then carefully hand-painted their edges in Humbrol Insignia Red. Underwing tanks and stores were then attached. I had made the tanks up earlier, and had weathered them in the same manner as the rest of the underside of the model. As extra fuel tanks tend to be semi-permanent features on service aircraft, they tend to be subject to the same weathering. Weapons and other stores — especially expensive missiles — lead more sheltered lives, being attached the aircraft only as required. Thus, the missiles were painted with the same Halfords white as the undersurfaces, but aside from having some small details hand-painted, were left in pristine condition, creating a sense of subtle contrast on different parts of the model.

Conclusion

In summary, this was one of the more pleasurable modelling experiences I have had in years. The basic quality of the Tamiya kit was a large contributory factor, but the subject matter helped too. The Skyraider is an interesting looking machine, and operational schemes on military aircraft are unlikely ever again to become as attractive as they were in the colourful 1950s to 1970s era.

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colour. At this stage the detail in the wheel wells and undercarriage was emphasised with a heavily thinned wash of Humbrol 33 matt black. The white areas of the model were then masked off with a mixture of Tamiya masking tape and Blu-Tack, the latter used where a soft demarcation line was required, especially along the forward fuselage.

I used Tamiya X19 sky grey which is a good if slightly pale match for Light Gull Gray. Before I applied it however, I dusted Halfords grey plastic primer on the uppersurfaces. This is a much darker colour than Light Gull Gray, and if the latter is then applied in a slightly uneven pattern, the effect should be a subtly

of solid colour which can be difficult to bed down satisfactorily. The kit decals provide the same two options as offered by the 1/48 scale kit: a US Marines aircraft from VMF-114 and a Navy-operated machine from VF-3. The star-spangled VF-3 aircraft is probably one of the best-known and colourful Skyraiders, but the dark blue tail and spine is provided by Tamiya as a solid decal block which, given the thickness of the decals, is very difficult to position accurately.

Fortunately several aftermarket sheets are available to help out, and I chose Eagle Strike Productions Sheet 72-043 Skyraiders Part One, which provides



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The flight deck is supplied as a one-piece casting that includes the four crew seats, instrument panels and bulkhead, to which are added white metal control columns



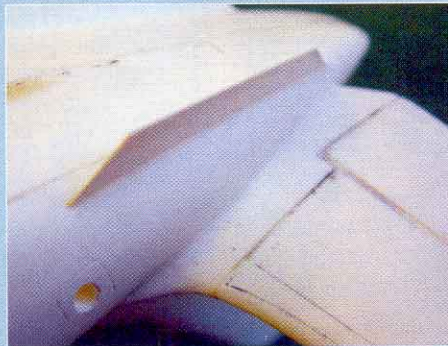
The front of the main fuselage was not perfect, so Robin used an end mill to machine a shallow recess, leaving a 3 mm wide ring around the edge



Slow-setting epoxy allowed time for adjusting the huge wings, followed by two coats of Gunze Sangyo Mr Surfacer 500 to blend together surfaces "with seamless delicacy"



More Mr Surfacer used on the rear fuselage/fin area. Note panel lines restored in the resin with Olfa P-Cutter



Robin replaced the kit-supplied resin ventral strakes with 0.25 mm plasticard



Tail bumper wheels are supplied as a separate casting

Heavy Lifter

Robin Powell fills a long-vacant (and large!) gap in his collection with Magna Models' new Short Belfast

I have a soft spot for transport aircraft, and the collection that my imagination tells me I will some day complete has long featured a 1/72 C-133 Cargomaster sat next to a Short Belfast. To my knowledge there had never been a 1/72 kit of a Belfast until Magna Models released theirs recently, so for me this was much appreciated.

This is a *big* model, but my excitement carried me past the trepidation I might have felt on embarking on such a large resin kit.

The box is typical Magna: plain, stout and a good in-progress parts bin. It too is big. The castings are in a very pale cream resin, and feature recessed panel lines. Pouring lugs are placed so that they can easily be sawn off, and some also form mounting lugs. White metal parts are supplied for the landing gear

legs and propellers. The instructions cover several pages of A4 and include some good drawings. Decals are included for one aircraft in the only scheme the 10 Belfasts wore during the decade (1966-76) in which they flew with RAF Transport Command.

I started with the fuselage, cutting off the pouring lugs at the nose. This enabled me dry-fit the halves and savour their rounded curves. Reassuringly, all of the panel lines matched from side to side across the joint. I gave the mating surfaces the lightest of wipes with a sanding board to remove any edge flash and started on the cockpit. This is supplied as a one-piece casting that includes the four crew seats, instrument panels and bulkhead. The control columns are supplied as white metal castings. The whole thing springs to life quite nicely

with a drop of paint and it fits securely onto the mounting ledges cast inside the fuselage halves. I saw that there was going to be a gap between the bulkhead and roof, but I decided to deal with that later.

With the cockpit in one fuselage half I added nose ballast. Lots. I used Zap-A-Gap to glue eight steel M8 socket head cap screws under the floor and poured some No 8 lead shot around them. I had previously weighed all this metal to confirm it met the minimum required as stated in the instructions.

Now it was time to join the fuselage halves. First I taped them together, carefully aligning each and every panel line. Overall the fit was remarkably good. Once happy I used Zap (the runny, pink-label one) in between the strips of tape to tack the halves together, and once the tape was

removed I ran a bead of Zap-A-Gap all round the joint. This was to be both the primary adhesive and filler. When this had cured I used a black marker pen to draw over the glue bead and the surrounding resin, this giving a good guide when sanding the joint. As the glue is harder than the resin I had to take care not to sand troughs in the resin either side of the joint and the disappearing black mark allowed precision sanding. Having circumnavigated the fuselage, I used an Olfa P-Cutter to chase the panel lines back across the seam.

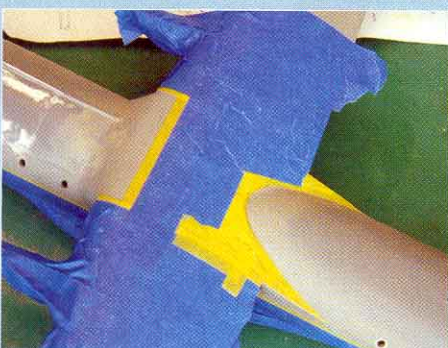
There was an extra job to do at the nose. The nose cap is supplied as a separate solid casting, and the front edge of the main fuselage was where the pouring lug used to be, so its face was not perfect. It is tough to make a whole face flat, but much easier if the



Main assembly completed and ready for priming. Note vacform windscreen and the cockpit roof and white metal in-flight refuelling probe installed and blended in, and flight deck windows masked with Tamiya tape



Transport Command cheatline and 'lightning flash' masked



Colour demarcation lines were masked with Tamiya tape, the rest of the airframe with household blue masking tape



Uppersurfaces initially sprayed Tamiya white, followed by a coat of Gunze Sangyo white gloss lacquer

middle is removed. I used a 3 mm end mill in my Dremel and machined a shallow recess, leaving a ring about 3 mm wide around the edge. I sanded this flat back to the guideline on the fuselage and then repeated the process on the nose cap. I achieved a good fit, glued the cap on and sanded the seam away. The seam is placed thoughtfully away from any panel lines so it could safely be sanded into oblivion.

Before fitting the wings I added the engines to the nacelles. The seams here are much easier to fill and sand without that huge fuselage in the way.

The wings are cast with big chunky lugs at the roots that locate in cavities in the fuselage. This makes fore-and-aft alignment of the wings easy to achieve, leaving the modeller to concentrate on getting the dihedral right. The Belfast is unusual for a high-wing aircraft in that its wings are mounted with dihedral that extends all the way to the aircraft centreline. This feature is well captured in the fuselage castings; it just needs the wings to match. I taped a piece of T-section aluminium to a wing upper surface at quarter chord so that 30 mm of it extended past the root. I then applied five-minute epoxy to the fuselage cavity and pushed in the wing lug. The slow-setting glue let me spend some time adjusting the wing, aligning the T-section with the upper fuselage line.

When the epoxy had set up I used Zap-A-Gap all around the joint, followed by marker pen, sanding, then two coats of



Gunze Sangyo Mr Surfacer 500. This filler/primer can be used to blend together surfaces with seamless delicacy. I used Micro-mesh pads (4000-grit mostly) to smooth over the wingroot area until my finger could no longer feel a thing. Again I used my P-Cutter to replace the panel lines across the joint.

Now that the wings had been attached the model had become huge. Too big, in fact, to continue life on my workbench. I work facing a bench with a coffee table behind me. The model lived on the coffee table from now on, and when I turned to pick it up and work on it I could feel my arms getting a workout.

The fin and tailplane I treated just like the wings, not least because these parts are bigger than most 1/72 scale wings!

Before fitting the cockpit transparency I had that bulkhead to fix. Balancing the model on its tail, I applied PVA glue with a toothpick to bridge the gap between the cockpit bulkhead and the roof. When this dried I could reach it with a brush loaded with the medium grey paint of the cockpit interior and the gap was gone.

The windscreen and the cockpit roof are supplied as a clear vacform part. A spare is supplied. Having trimmed one to a fit I was happy with, I dipped it in Klear/Future and allowed it to dry. This brought it up sparkly clear. Then I used epoxy to bond it in place, allowing excess glue to push out proud of the joint itself. The fuselage is cast with a useful ledge for the clear part to which to bond and the clear part extends well

beyond where it needs to stay clear, so there is some real estate available for the blending-in exercise. However, before starting this process I masked up the windows-to-be, thus protecting the important bits, and then marked out where I could sand. The excess epoxy was easy to trim flush when cured and trusty Mr Surfacer and Micro-mesh did the rest. I added the white metal refuelling probe to the roof and blended it in.

The Belfast has prominent ventral strakes either side of the rear fuselage. These were quite controversial in real life, as the Belfast did not achieve the promised figures for range or cruising speed until these afterthoughts were designed and fitted, some time into the service period. Many photos can be



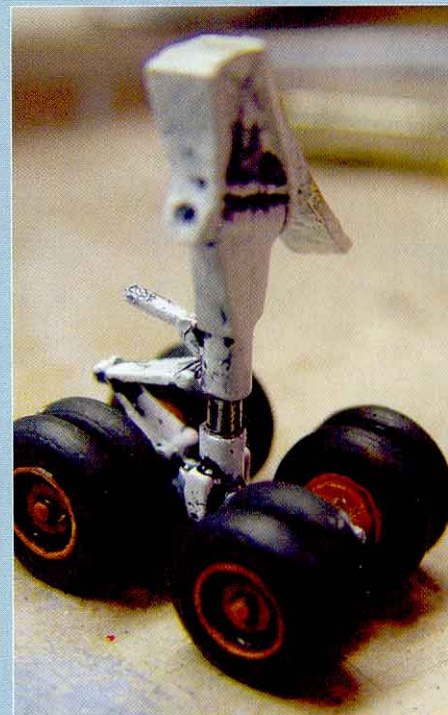
"A feast of de-masking" reveals the classic grey and white Transport Command scheme, the only one ever worn by Belfasts in RAF service



As the fuselage roundels cross the white/grey demarcation Robin first applied white backing disks from a Fantasy Printshop sheet to prevent any 'show through'



Rather than use the kit-supplied decal for the cheatline, which was too dark, Robin used Xtradecal Roundel Blue striping



The main undercarriage legs are sturdy castings that clean and dress up well. The wheels are in resin. To ensure all 16 on both units would touch the ground Robin ran the assemblies over a sanding block to put some 'flats' on the tyres



found of RAF Belfasts without these strakes. The kit supplies them as flat resin parts but I found it more convenient to transfer the shape to 0.25 mm plasticard and cut these out. After consulting my references I thought the kit shapes a little generous and cut mine down to a lesser depth. The fuselage has slots cast in to accept the strakes and I found that a thin bead of Zap-A-Gap along each side needed no sanding afterwards to blend in. The tail bumper wheels are supplied as a separate casting, as are the engine oil coolers fitted to either side of the nacelles. Two styles of these latter are supplied.

After priming with Halfords and attending to previously 'stealthy' seams, I airbrushed the whole model pale grey using Tamiya paint. I do not often use these, but when faced with this kind of acreage their immense covering power comes in very handy. I then outlined the demarcation lines using Tamiya tape and covered the rest with household blue masking tape. I traced the outline of the kit cheatline decals to use as a guide for placing the masking for the lightning flash. I airbrushed on Tamiya white followed by a coat of Gunze Sangyo white gloss lacquer. I also airbrushed on the anti-glare panel while the windscreen masking was still in place. The next day I had a feast of

de-masking!

Next I started applying decals. I thought the blue used for the cheatline was too dark, and also I believed that making the lines up from striping would be easier when it came to placing the long lengths. I used Xtradecal Roundel Blue striping, cutting the fore-and-aft sections to tapers using a scalpel and steel rule. The aft portion is also curved but using Micro Sol the decal was persuaded to conform.

As the fuselage roundels cross the white/grey demarcation, I first applied white backing disks from a Fantasy Printshop sheet. This stopped the line showing through the white on the roundels. The rest of the kit decals went on well enough, though I had read the note advising care in their handling. The prominent walkway markings I made up from an Xtradecal black striping set, with the other black rectangles cut from trimfilm.

Turning to the landing gear, the main legs are sturdy castings with really solid mounts that locate securely into the gear bays. These castings are clean and dress up well. The eight wheels for each are supplied in resin. To make sure all 16 would touch the ground I fitted the wheels to the legs first and ran the assembly over a sanding block to even them out and put some 'flats' on them. I fitted the nose gear to the

fuselage first and then both main gears simultaneously, using epoxy, then placing the model down on its gear before the glue set.

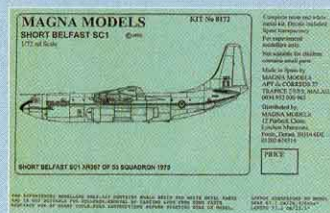
The propellers are one-piece white metal castings and these needed a lot of cleaning up with a half-round Swiss file. I painted them in Gunze silver then used decal sheet cut into strips for the red/white/red tips and the black de-icing boots. Finally I drew around the blade roots with a fine Gundam Marker to give the impression of separate blades. I gave the engine fronts a black wash and fitted the props in place.

I debated weathering the model, but the in-service photos of Belfasts that I have all show clean aeroplanes, so I limited myself to a little picking-out of the engine panels and left it at that.

Stand back and admire time. It is a big handsome brute, just like the original. The Britannia heritage can be seen in the wing planform, and those RR Tyne cowlings look fine and slender behind the huge propellers. It dwarfs a Hercules and certainly looks the part. The parts fitted, the build was simple and my initial trepidation was unfounded. I really enjoyed the project and I have ticked a large box on my 'all-time wanted' list.

Now, I am sure somebody once marketed a vacform C-133...

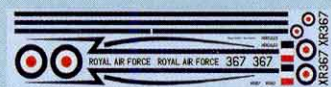
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Some of the references George used to create the unique 'Racing Shagbat'



A Racing 'Shagbat'

George Wright creates an unusual 'Whaling Walrus' from the Classic Airframes kit

Yes it's true. On 1 September 1946 John Grierson, flying United Whalers Ltd's Vickers Supermarine Walrus G-AHFN, won the Folkestone Aero Trophy race at Lympne Airport, Kent.

The race consisted of two heats held on the previous day, with the first three aircraft from each heat going through to the final. It was based on handicap rules and in the first heat Grierson won at a speed of 114.5 mph, "roaring over

the finishing line in a truly undignified hurry," reported *The Aeroplane Spotter*. In the final he found an extra 7 mph to storm home at 121 mph, ahead of a Miles Messenger and a Percival Proctor.

My fellow model-makers will tell you that I'm a 'sucker for colour', and having spent some nine years producing 14 B-24 Liberator formation assembly ships of the 2nd Air Division, USAAF, perhaps it is justified. During that time I had been urged to join the

IPMS-UK Air Racing & Record-Breaking SIG's by founder, and now SAMI Managing Editor, Mike Jerram, and being interested in those subjects and remembering the lovely Williams Brothers models of racers that I had built years ago, I decided to add to this theme. Lots of colour here, so I produced a few racing P-51 Mustangs and other warbirds.

Always looking for the 'odd' racer or record-breaker, I came across an article



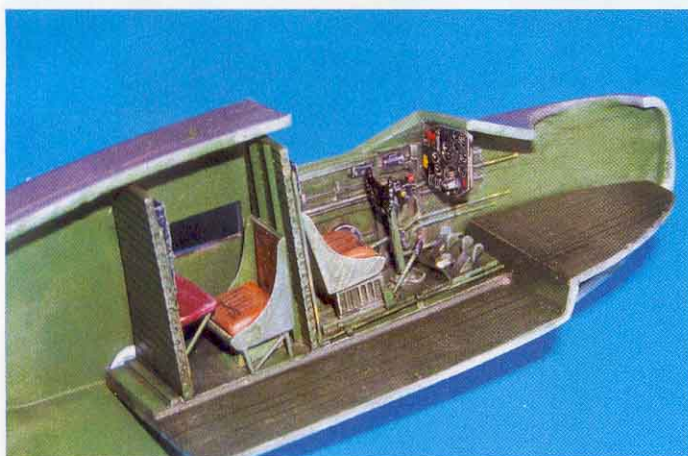
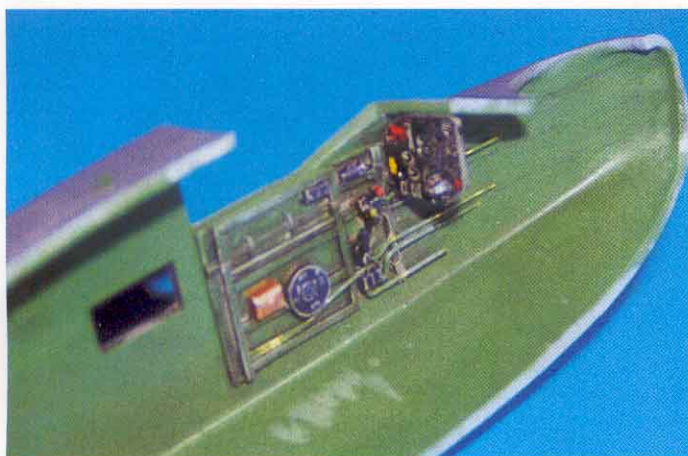
George mentions his ongoing project to build 1/48 scale models of air racing aircraft, of which the 'Whaling Walrus' is part. Here are some more examples of his craftsmanship.



'Tex' Johnson's 1946 Thompson Trophy-winning Bell Airacobra 'Cobra II' was converted from the Eduard kit, with Race Plane decals



Yes, a Spitfire really did race at Cleveland! Royal Canadian Air Force Flt Lt J McArthur took third place in the 1949 Tinnerman Trophy with FR.XIV CF-GMZ/80. Model is from the Academy kit with decals by the ever industrious IPMS Air Racing SIG leader Anders Bruun



Extra detailing was added to the kit-supplied plastic and resin cockpit parts. Most of this work would be hidden from view once the fuselage halves were joined, "but we know it's there!"

published in *Aeroplane* about the post-WWII return of air racing in England, and there it was: a racing 'Shagbat'. The challenge was on! A few more references were obtained, together with the Classic Airframes 1/48th scale Walrus kit, and the project was up and running.

I have to confess here and now that I really enjoy the painting side of model-making rather than building, and therefore much prefer a model that 'jumps together out of the box'. Not so

this Classic Airframes kit!

Looking closely at the injected sprues, I saw that there were several malformed parts, some of the smaller struts had not been formed at all, the fuselage halves were badly warped, and of course there were no location lugs/holes for any of the parts at all. The resin Bristol Pegasus radial engine was poorly cast and not up to most of the competition. Some of the numbering of parts on the instruction

sheet was at odds with the diagrams on the instructions, especially relating to positioning of struts. So it was back to basics.

Interior and Fuselage

The resin parts were detached from their pouring blocks and with a little trimming here and there they fitted very well. Some extra detail was added, and when painted and highlighted the interior looked very good. The photos in

my references show big cushions on the two seats with no seat belts, so I went along with this view. The two side windows were added using clear sheet. Most of this work would be hidden from view once the fuselage halves were joined together, but we know it's there, don't we fellow model-makers?

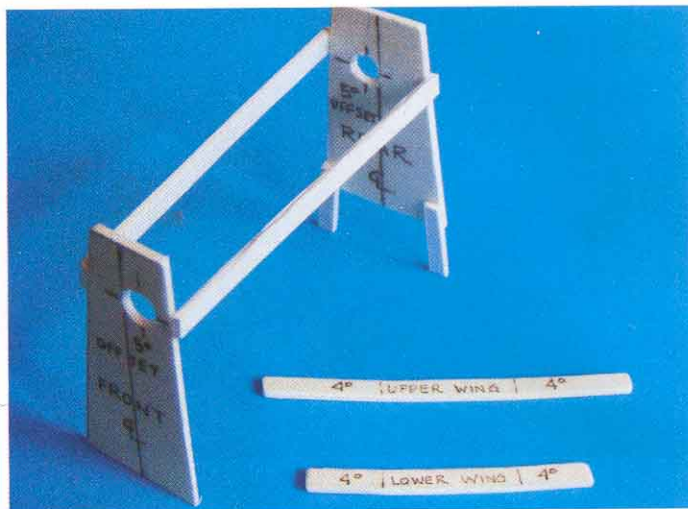
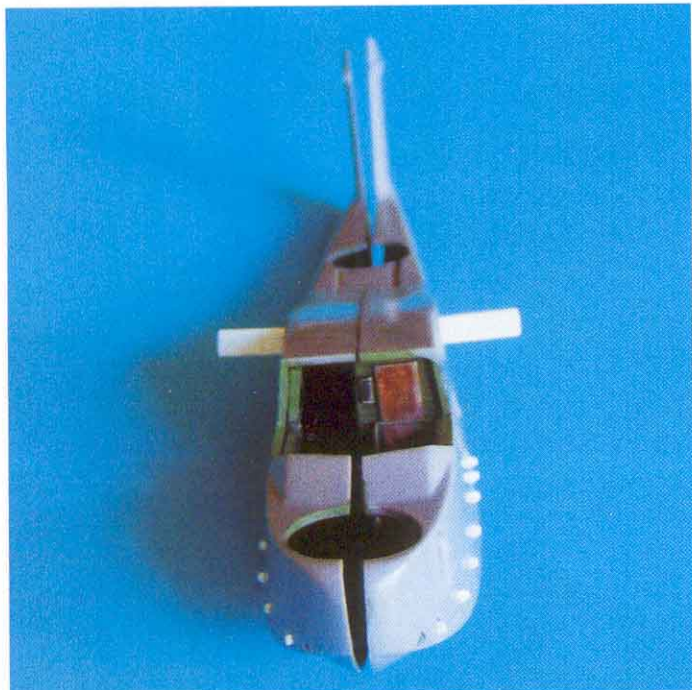
The fuselage halves were now joined together, with some difficulty due to warped parts, mounting brackets having been added ready for the guard



Ernst Udet's famous all-red Messerschmitt Bf 109V-14 D-ISLU which he raced at Zurich in 1937, modified from the Hasegawa Bf 109E-3 kit



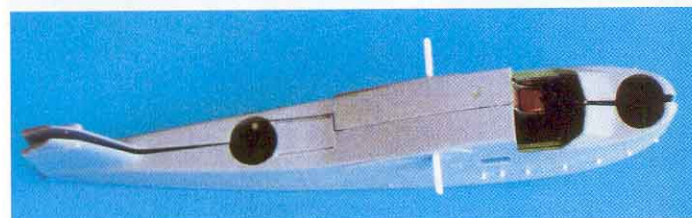
E D Weiner's P-51D won the 1965 Harrah's Club Trophy at the Reno Air Races. George made his own decals for this checkerboard Mustang, one of two raced by Weiner



"I decided to go back to basics and build a jig or two"



A 1/4 in drill bit was threaded through jig and engine nacelle to check for perfect alignment



Fuselage joint needed some persuasion to mate satisfactorily thanks to warped parts

rail fitted to this particular aircraft. This completed stages 1 to 4. I then deviated from the instruction sheet and decided to build the model in sub-assemblies as follows.

Engine Mounting

Having studied the kit instruction stages and 1/48 scale drawings, I discovered that the instructions' front view was incorrect, as it shows the two front struts attached to the sides rather

than to the top of the fuselage as shown in the upper view, and parts 3 and 17 are shown 'wrong-handed'. I decided to go back to basics and build a jig or two. Once the main jig was in place a 1/4-inch drill bit was threaded through the jig and engine cowl for perfect alignment, and so began the task of fitting the four lower struts. The centre-section of the upper wing was also trial-fitted at this stage but kept separate for painting and assembly

later. The resin engine looked rather bare, so I added some exhaust stubs prior to painting, plus spark plug leads. I decided to leave this part loose on the final assembly in the hope I can find a better aftermarket example later on.

Wings, Undercarriage and Floats

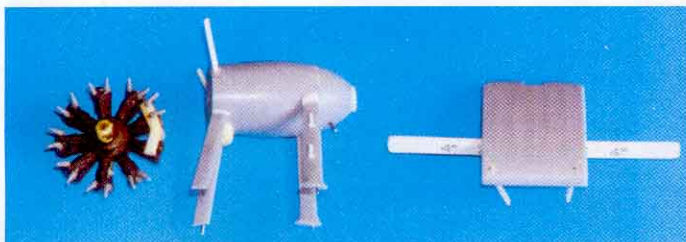
Upper and lower wing halves were glued together without problems but with no location lugs I had decided to make two short wing spars to attain the required

3° and 4° dihedral. As most of the wing struts were malformed I replaced them all using Aeroclub and similar stock material. Once again jigs were necessary and location holes were drilled into the wings ready for future assembly. On the undercarriage parts 19 and 20 were used, but items 10 and 11 were replaced with plastic rod, together with the addition of sub-axles. The wheel rims were redefined and a centre axle fitting added. A new tailwheel was

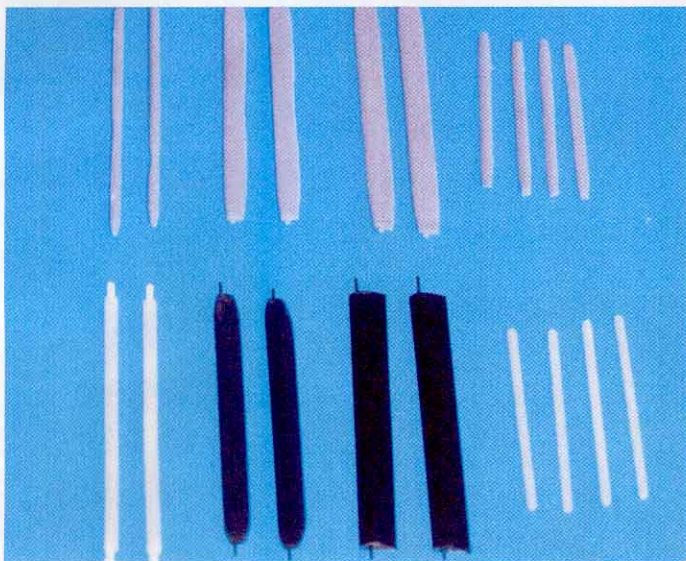


Anson Johnson's 1949 Cleveland entrant was much modified, with wing-mounted radiators replacing the familiar Mustang belly scoop. George's replica started out as Hasegawa's P-51D kit

Lockheed test pilot Tony LeVier won the 1947 Soho Trophy at Cleveland with this strikingly painted and much lightened P-38L Lightning. Note Canadian racing Mosquito in the background, another of George's models.



Engine, nacelle with struts attached and upper wing centre-section ready for assembly. Kit-supplied Bristol Pegasus engine is basic, so George added exhaust stubs and plug leads but plans to replace it with an aftermarket item in due course



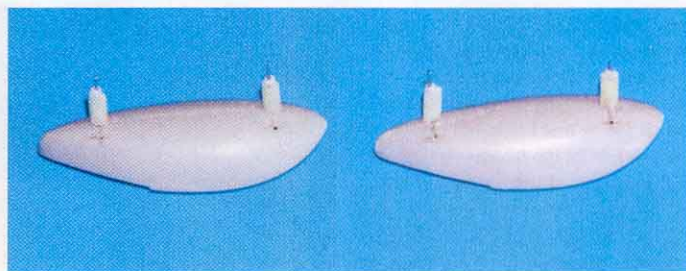
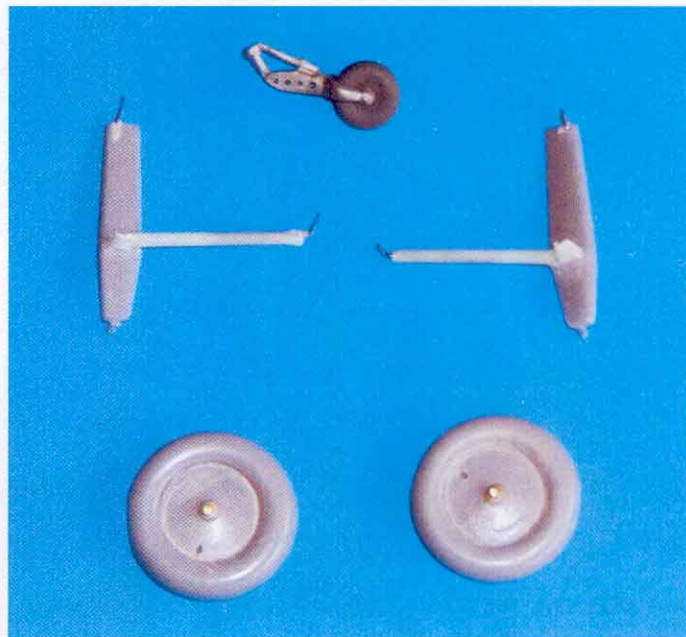
"As most of the wing struts were malformed I replaced them all using Aeroclub aerofoil strut stock"

scratchbuilt. Float struts were almost non-existent so they were replaced using stock material and detail added.

Painting and Decalling

All parts were washed and prepared for painting. Halfords white plastic primer was used as undercoat, with a little 'reworking' necessary before the final colours were applied. Now came the moment of truth! What colour was this 'Racing Shagbat' actually painted? My

references showed yellow (but what shade?) for the fuselage, fin and rudder, plus yellow uppersurfaces for wings and tailplane. All other surfaces were either natural metal or painted silver. Despite much searching on the Internet I could not add any further information, so decided to use Xtracolor X108 Blue Angels Yellow and Humbrol silver fox and aluminium. All registration letters and the race number '2' were cut from Trimfilm using masters made from very



Mainwheels, struts and floats were detailed, a new tailwheel assembly scratchbuilt

thin plasticard, and applied using Micro Set and Sol. The canopy was framed using clear Trimfilm painted to match the fuselage colour. The United Whalers logo was printed for me by fellow model-maker Paul Parkes.

Final Assembly

Other than the two pairs of hands being needed to assemble the top wing to all those struts, plus another jig, assembly went without a hitch and the model

soon looked the part. Rigging was made from stretched sprue, another ancient art to which this aged modeller had to resort! Brass wire was used to make various hooks, eyes, handgrips and guard rails. No respectable 'Shagbat' would be complete without ropes, so I resorted to having my wife Joan re-weave some parcel string to a more scale proportion which was suitably painted and varnished. Just as the model was to be photographed



'Ole Yeller', R A 'Bob' Hoover's famous Mustang pace aircraft from which he started many Unlimited Class air races at Reno and elsewhere with his signature r/t call, "Gentlemen, you have a race!" Tamiya P-51D kit with Warbird Aeropress decals



Most modified of all of the Cleveland Mustang racers was Jacqueline Cochran's 'Beguine' with tiptank-like coolant radiators and a specially made ultra-thin-blade propeller among a host of other developments. It was destined to have a short and tragic career. At the start of the 1949 Thompson Trophy event rookie pilot Bill Odom overbanked while making a pylon turn on the second lap, lost control, and 'Beguine' plunged inverted into a house, killing Odom and a woman and baby. The horrific accident effectively brought an end to 'big iron' air racing in America until the mid-1960s. Modified Accurate Miniatures P-51C kit with Warbird Aeropress and Red Pegasus decals



One 'Racing Shagbat', ready for final assembly, and in the jig to ensure accurate alignment

catastrophe struck...the undercarriage collapsed, due I believe to the weight of the model on those slender axles. Repairs were made using wire and plastic tubing that I trust will resolve the problem for the future.

The making of this model had me resorting to techniques and skills I thought had long gone out of fashion. It was sometimes very frustrating, but in the end I feel have produced a model that will generate interest and a talking point!*

Would I make another Classic Airframes Supermarine Walrus? Only if it had flown supersonic and been painted a psychedelic purple!

SAMI

*George's model won Warrington IPMS's 'The Alternative Trophy' at the IPMS National at Telford last November



Pic. Mike Jerram



Pic. Mike Jerram

Whaling Walruses

In 1946 United Whalers Ltd of London purchased six surplus Vickers Supermarine Walrus Is for use as whale spotters on their factory ship *Balaena*, which was equipped with catapult launch gear and a crane for retrieval. Three of the Walruses were embarked aboard the ship: G-AHFL *Boojum*, G-AHFM *Moby Dick* and G-AHFO *Snark*. G-AHFN as modelled by George Wright was a spare aircraft, while the remaining two, G-AHTO and G-AHTP, were never converted. The *Balaena*-based Walruses operated in the Antarctic during the 1946/47 whaling season, but were withdrawn from use in 1948. *Boojum* was sold to Norwegian charter company Vestlandske Luftfartselkap and sank in 1949, while *Moby Dick* and *Snark*, along with those not converted, were scrapped at Cowes Aerodrome on the Isle of Wight in 1950.

The 'Racing Shagbat' modelled by George Wright survived a little longer after sale to a Scottish operator, who stored it at Prestwick Airport until 1955, when it was briefly operated from Loch Ryan until driven ashore at Stranraer and wrecked by a storm that summer. Three other Walrus Is, and nine Saunders-Roe-built, wooden-hulled Walrus IIs were allocated British civil registrations in the immediate post-war years. Not all were converted for commercial use, and few survived long. One that did, against the odds, was G-AIZG, a former Irish Air Corps Mark I which lay derelict at Thame Airfield, Oxfordshire for many years before being rebuilt by engineering artificer apprentices at RNAS Arbroath in the 1960s, since when it has been on display at the Fleet Air Arm Museum at RNAS Yeovilton.

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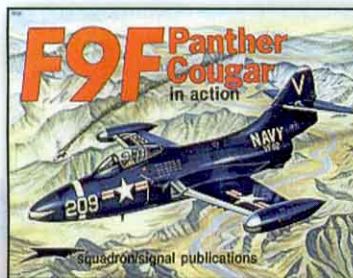
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David Francis builds Fisher Model Products 1/32 scale F9F-8T 'Cougar for Two'



Steve Ginter's Naval Fighters Volume 68, an essential reference for builders of this kit, says David

Ordering & Reference

- The 'Twogar' kit can only be ordered direct from Fisher Model and Pattern, 5290 Buckboard Lane, Paradise, CA 95969, USA, tel: (00 1) 530 876 9900 from 0800-1600 local, or at www.fishermodels.com
- A must-have reference for getting the most from this kit is Steve Ginter's Naval Fighters Volume 68 Grumman F9F-8T and TF-9J Cougar, ISBN 0-942612-68-X, available in the UK from Hannants at £11.75 or at \$19.95 direct from Ginter Books, 1754 Warfield Circle, Simi Valley, California 93063, USA, email nfbbooks@pacbell.net

This Grumman trainer was developed in the 1950s in response to the large number of accidents occurring as new swept-wing aircraft were being introduced into US Navy fleet service. To create a two-seat variant of the F9F Cougar fighter the fuselage was stretched by 34 inches to accommodate tandem cockpits. The prototype F9F-8T took to the air for the first time on 4 April 1956. In all 399 F9F-8Ts (later redesignated TF-9Js) were built. The 'Twogar' was an immediate success, subsequently equipping a large number of training squadrons, and even went to war with the Marines in Vietnam. After 17 years in service the last Cougar trainer was withdrawn in February 1974.

The Kit

The arrival of a new Fisher kit is always a special event and I had been eagerly awaiting the release of the two-seat Cougar as in my view it is one of the most attractive aircraft Grumman ever produced, second only to the Tigercat.

The first thing that strikes you is the

huge decal sheet that almost fills the box and includes six marking options plus complete stencilling and national insignia for one aircraft. The instructions are typical for this manufacturer, using black-and-white photographs of the build process combined with informative text that, if followed, will ensure a painless build. The resin is cast to a very high standard and most of the major parts have such a good level of fit that they can be just clipped together. There were a few areas that would require cleaning up, but nothing that would cause any problems even to a newcomer to resin.

As with all resin kits it is important before you start construction to wash the parts thoroughly to remove any mould release agents, and when sanding resin you must avoid inhaling the dust by using a face mask.

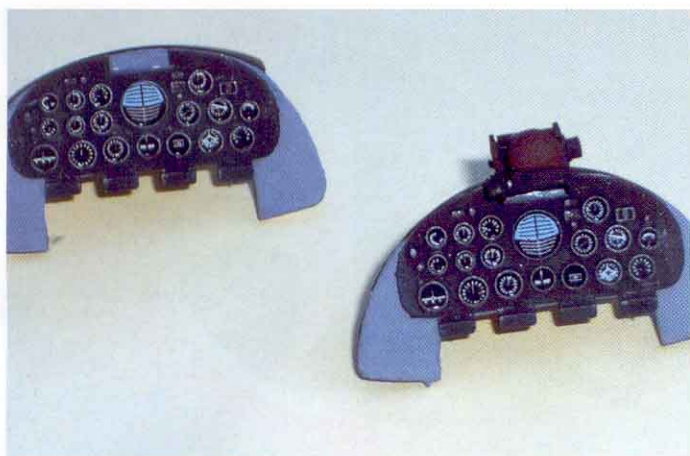
Construction

I started by sorting out two flaws that were noticeable on my kit. The first was a small irregularity in the fuselage casting resulting in a small gap at the

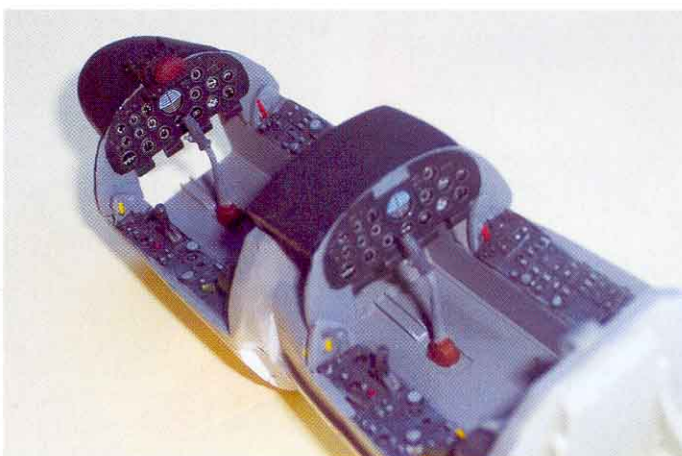
wing-to-fuselage join. To fill this I applied a small amount of Milliput to the fuselage before clipping the wings into place, then with a thumb dipped in water smoothed it to fill the gap. The wing was now removed and the Milliput left overnight to cure.

The second area needing treatment was some excess resin on the wingtips which was easily removed using a sanding stick. In a resin model as large as this both of these problems were very minor and simple to sort. In fact the Milliput used on the fuselage was the only filler employed during construction of this model.

I now turned to the cockpit. This was nicely detailed, with some improvements over the previous Fisher Grummans, the most obvious being the way you construct the instrument panel. On previous kits you had to cut out the dials from the instruction sheet to fit behind an etched brass panel. On this model you get pre-coloured acetate film which looks very realistic. I attached this using Johnson's Klear, which once dry gave a good representation of glass over the



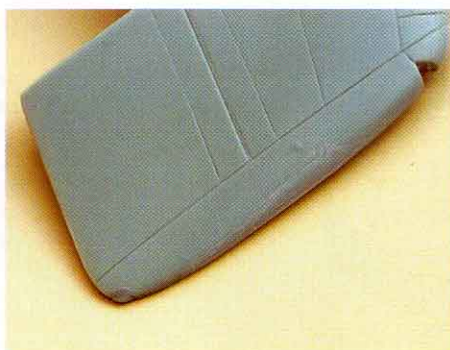
The instrument panels look very realistic



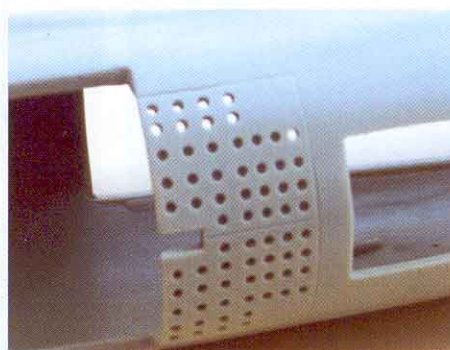
The completed cockpit tub is very visible under that large canopy



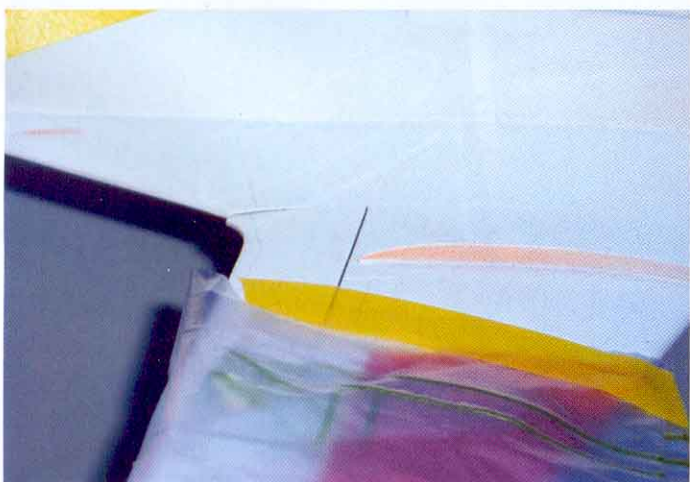
This small gap between the wing and fuselage was the only area requiring filler



The only imperfections in the resin were at the wingtips



David drilled out the holes in the ventral airbrakes



Overspray on the wing fences could have been easily avoided with a more care

dials. An optional gunsight is supplied as some early examples of the 'Twogar' were equipped with two cannon. These are cast on the fuselage sides, but etched brass blanking plates are also supplied if your chosen aircraft did not have them. To represent the gunsight lenses I punched some discs from holographic confetti, which is available from branches of Hobbycraft. I like using this confetti, which changes colour as light strikes it and looks very effective when used for lenses in gunsights and missile seeker heads.

The main cockpit tub has a good selection of dials and knobs cast on its sidewalls, and to this you add throttles, oxygen hoses and regulators, and in the

rear pit a large dump valve. All these details were painted Xtracrylix Dark Gull Gray, then various shades of dark grey, black and red were used to pick out the dials and knobs. The oxygen hose was painted dark green. Finally, a dark grey/black oil wash was brushed over the acrylic-painted details and when dry this had sunk into the recesses to give a dirty look that was highlighted with a dry-brushing of Humbrol 56 aluminium in areas that would have shown wear.

You get two different ejection seats: the original Grumman item or the Martin-Baker A5A which was fitted to the majority of aircraft. Both are cast in resin, with harnesses and pull handles in etched brass. The first stage in



The completed Martin-Baker A5A ejection seats

assembling the harnesses is to heat the brass in a flame — I use a cheap disposable cigarette lighter, with the brass held in a wooden clothes peg. As the brass is heated it changes colour, and this annealing process makes it more flexible and easier to drape realistically as a canvas belt would.

My method is to attach the belts with superglue and then prime the whole seat, in this case with Halfords black primer. Now I painted the seat pads and belts before applying another oil wash to lift out the detail. Finally, a selection of small stencil decals were raided from the spares box and applied to the seats' head boxes.

Normally you would now install the

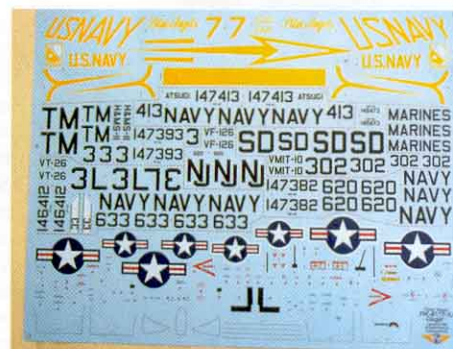
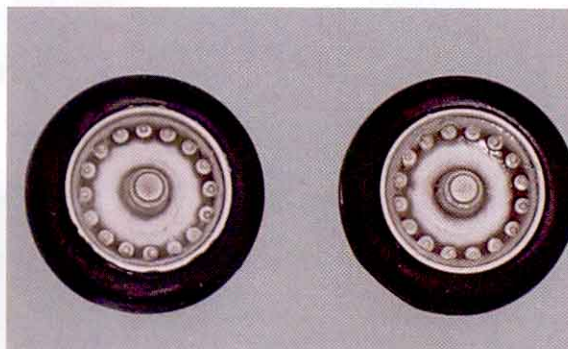
seats in the cockpit, but not on this model, as the cockpit assembly must be slid into position through the hole on the fuselage underside, and if you have already installed the seats the cockpit assembly will not go through the hole. This is clearly explained in the instructions, and we all follow those, don't we?

Once the cockpit tub is in place you can install the ejection seats, and at this stage I also attached the three clear resin canopy parts. These are all super castings, being perfectly clear and shiny having been dipped in Klear by the manufacturer — a nice touch. I used Tamiya tape to mask the canopies before attaching them to the fuselage with



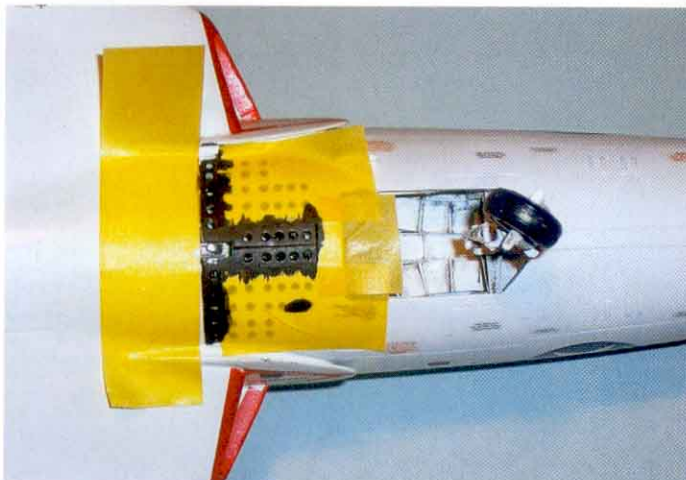
Masks removed, the overall result was very pleasing

Visible International Orange/white demarcation line in the white star of the national insignia



Undercarriage legs and wheels were treated with an oil wash to lift out detail

Large and comprehensive decal sheet provides six options



David chose to paint the markings on the airbrakes as he did not think decals would work over the perforated surfaces

Decals are even supplied for the seals around the canopy frame

odourless superglue, then ran PVA into the join line, removing any excess with a wet towel.

At this point I would normally write a few paragraphs on the rest of the kit's construction, but with this model I cannot think of anything more to say as it just fell together. However, I will just give a word of warning. The fences on the top of the wing are of scale thickness, so be careful when handling your model. I managed to crack one of mine, but fortunately some thin superglue run into the crack made an invisible repair.

You are supplied with a full set of stores including 2.75-in rocket pods, Sidewinder AAMs and fuel tanks, but

study of photographs shows that it was extremely rare for 'Twogars' to have carried any underwing loads, though the inner pylons were usually fitted.

It was now time to pick my markings option, and it was at this stage that I decided the person who authorises USN training colour schemes must hate modellers!

Colour Options

Six are provided on the kit decal sheet:

1. BuNo 147393, H&MS-11 US Marines, Da Nang, Vietnam. Light Gull Gray over white. This aircraft was used in the 'Fast FAC' role between 1965-1971.
2. BuNo 147382, VF-126, USN training

colours of glossy white with hi-viz International Orange trim on nose, tail and forward outer wing sections.

3. BuNo 147243, US Marines VMIT-10. A variation of the standard scheme with the International Orange on the rear of the wings and under the rear fuselage.
4. BuNo 146412, VT-26. Another standard USN training scheme, but this aircraft does not carry the ugly bolt-on refuelling probe on the nose and still has its cannon fitted.
5. BuNo 147413, NAF Atsugi, Japan. This aircraft was the station 'hack', painted in gloss white with large areas of fluorescent red.
6. BuNo 147404, No7 USN Blue Angels

flight demonstration team. Overall *Blue Angels* blue with yellow wing- and fin-tips and refuelling probe. Top surface of wingroots satin aluminium.

Painting

The colours that I absolutely hate painting are white and orange, and my favoured scheme had both! I was almost tempted by the *Blue Angels* scheme but decided that I wanted at least one trainer in my US Navy collection.

The easiest way to obtain an overall white colour is to use aerosol car paints, and for my model I used Halfords white primer. I applied three light coats which provided good coverage and made a superb base for the orange trim, then



masked the areas to be sprayed orange with Tamiya tape, but in hindsight I did not apply enough tape as orange overspray showed easily on the predominantly white airframe. For the International Orange I used Xtracolor enamel thinned 60/40 with artist's white spirit and applied in two sessions 24 hours apart. I left the model on a shelf above our hot water tank and found that the Xtracolour set hard in 48 hours. After tidying up the orange overspray I thought that the hard part was over, as all I had to do was apply the black walkways and anti-glare panel on the nose. Over-confidence strikes!

I masked the nose panels with no problem, but the walkways were a lot harder, as the fuselage curves slightly and I found it very difficult to get a sharp demarcation. I tried everything: masking tape, black decal stripes, even freehand, and after a week of attempts I finally got a finish that I considered just about acceptable.

Decalling

Unfortunately it was to be six weeks before I started decalling, following a too close encounter with a driver who did not understand the concept that double white lines means 'no overtaking' and left me with a broken arm and a motorcycle returned to component form.

All of the decals on that huge sheet are in perfect register but I did find that where the national insignia crossed the orange areas the white showed a distinct darkening. Fortunately you get two styles of national insignia, with and without

white borders, and by applying one over the other this problem was easily solved. One thing I have never seen supplied on a decal sheet before is the sealing strip around the edges of the canopy frame. These worked well but needed plenty of wetting agent. As well as the individual aircraft markings you are supplied with a complete set of over 60 stencils. The only decal I did not use was for the black markings that appear on the airbrakes. As I had drilled-out the airbrakes' holes I found it easier to mask-off the parallel lines and paint the black markings than to try and get the decals to settle into the holes. With the exception of the national insignia all the decals worked well using Micro Set and Sol.

Final Approach

I had left off a few of the easily removable items such as the pitot tubes

and arrestor hook and these were now firmly attached with superglue.

US Navy trainer aircraft were usually kept very clean so I only applied a small amount of weathering to the walkways and the underside of my model. The final stage was to apply a couple of coats of Xtracrylix matt varnish thinned 50/50 with their own brand thinners. And finally, I could put the most attractive model in my collection next to Fisher's Panther and Cougar fighter stablemates.

Conclusion

The complicated paint scheme on this model made for a very rewarding project, and one that stretched my painting skills. The good news is that for my next 'Twogar' I will be building the Vietnam War USMC example with its simpler Light Gull Gray and white scheme which, unlike the pristine trainers, also had a

heavily weathered appearance.

In my view Paul Fisher produces some of the easiest to assemble and finely detailed kits on the market. He is a one-man cottage industry, not a mainstream company, and this shows in little touches like that pre-applied gloss finish to the canopies and the minimal cleaning up required on the kit's parts.

All this quality does have a price, currently \$195 plus postage, but I strongly believe this is not that high for a large, quality model. If you take the average price of a Japanese kit, plus a resin detail set, then add etched brass and a large aftermarket decal sheet, how much will you have spent? And you will still have one of a 30,000-kit run, not a rare model whose total production run will number only a couple of hundred.

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Views of finished model with comparison between single-seater and 'Twogar'. Thirty-four-inch nose extension on F9F-8T/TF-9J trainer is evident in plan view



F9F-8 Cougar

Scale: 1/48 Kit No: 6054
Price: £34.95 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 20, Resin 9, Metal 21, Etched 31,
Vacform Clear 2
Manufacturer: Fonderie-Miniature
UK Importer: Hannants



Bluegar

Tony Gloster builds Fonderie Miniature's 1/48 scale F9F-8 Cougar

The kit comes in a large box with a nice painting of a Glossy Sea Blue Cougar from US Navy squadron VF-61, the *Jolly Rogers*. It contains 94 parts, 20 of which are soft, light grey plastic mouldings typical of a limited-run kit. There was a large amount of flash to clean up, and the wings, especially the separately moulded one-piece lower section, were plagued with horrible rough surface texture which needed careful treatment with wet 'n' dry paper. Once cleaned up — and I include all mating surfaces here — the parts revealed a high standard of moulding, with subtle recessed panel lines and raised detail where appropriate.

In contrast to the plastic the resin and

etched brass items are crisp and well defined, with just a small amount of cleaning up required. The 38 etched parts come on one small sheet, which in my review example required annealing to make it workable as the brass was rather thick — ideal for the wing fences but not so appropriate for smaller items. Last of all are four vacform parts, two canopies (a spare is thoughtfully included) and two wingroot air intakes.

The instructions come on six pages of A4, with 15 build sections, four for painting and decalling, and a short history with Federal Standard paint references. I had hoped that the eight-page build section was just a work in progress, as the quality and layout of the drawings was vague to say the least, but

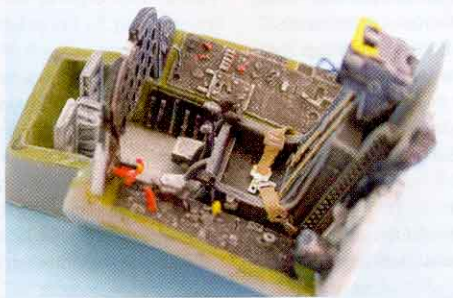
a trip to Hannants London revealed that the issues with the plastic moulding and those appalling instructions were not limited to my review sample. Dual language French/English instructions help, but time spent with good references will make for a relatively trouble-free build.

Construction

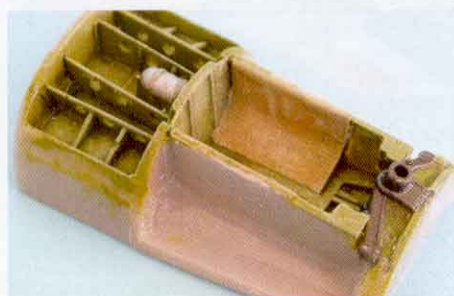
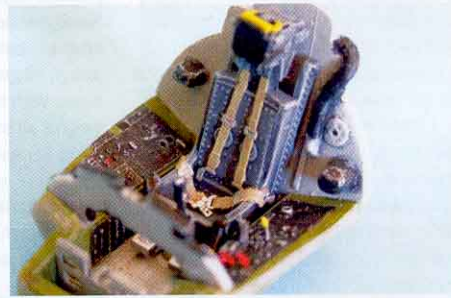
This starts with the cockpit, which is made up of 21 parts. The 'tub' and seat are resin, the rudder pedals and control column are in white metal, and the rear bulkhead and instrument panel are plastic. The rest is brass. The fit of all these parts is not too bad, but those vague instructions make reference photos a must. The fit of cockpit to



A test revealed that parts fit was surprisingly good



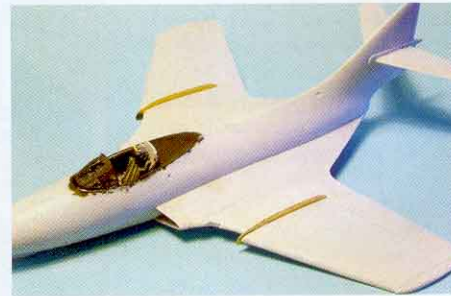
The resin, etched brass and white metal cockpit looks the part, but it's a shame no decals were provided for the instrument faces



Combined nosewheel bay and airbrake housing



Trial-fitting the vacformed windscreen and canopy



Main airframe parts assembled, with little filler being needed. Note etched brass wing fences



Main landing gears legs are white metal, with resin wheels. Resin mainwheel bay is "a lovely item" but doors are cast in the closed position, hiding the detail within

Nosewheel leg is white metal, with plastic wheel

Vacform canopy is supplied in two parts, but after installing the inner framing Tony found the rear sliding hood part could not be closed up to the windscreen



fuselage is a tad problematic, as none of the mounting points moulded into the starboard fuselage half is in the right place. FM advise you to fit the cockpit assembly, one-piece resin nosewheel bay, guns and ballast (not supplied, even though it's shown in the instructions) before joining the fuselage halves. I found it better to assemble the fuselage first so that you can work on the joints without risk of damaging anything, then add cockpit, ballast and nosewheel bay in that order, leaving the guns off until after painting.

The rest of the build was straightforward. However, once the wings parts are joined and before fitting them to the fuselage, FM suggest installing the two vacform intakes. I found it best to add these after mating wings and fuselage. Remarkably little filler was required on any of the joints.

The vacform canopy is supplied in two parts, windscreen and hood. Both

fitted well, but once the inner framing (P13) had been added to the hood it would not close fully, so I displayed it open.

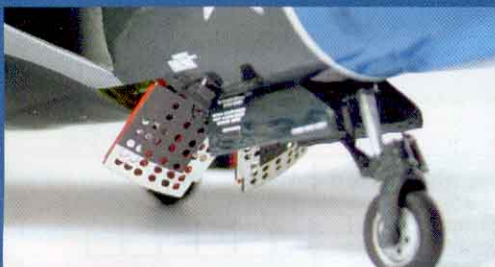
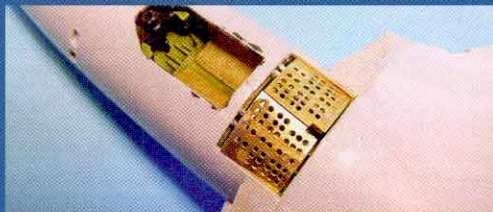
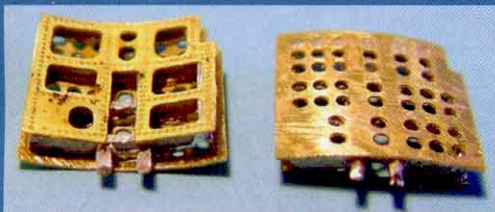
Building the undercarriage involves the use of all three mediums. Legs and torque links are in white metal, the mainwheels in resin and the nosewheel in plastic. There are four brass parts, but the two tie-down rings are over-scale and were not used, while I had no idea what the other two were for as I couldn't find anything looking even remotely like them in my references. The nosewheel and airbrake bay are well cast in one piece, and the mainwheel bay is another lovely item, but FM have chosen to cast the main bay doors closed, so unless you want to go to the trouble of opening them up and making up new doors you will not be able to see all that detail.

Last of the sub-assemblies are the airbrakes, made up of five etched parts — three hinges and outer and inner skins — with the centre framing supplied in white metal. They look the part until they are offered up to their bays and you find they are way too small, so no option but to fit them in the extended position!

Colour Options

Three: two are overall Glossy Sea Blue with medium blue and yellow trim respectively for VF-13 and VF-61

squadrons, while the third is a *Blue Angels* machine dating from 1955-57. I went for the VF-13 aircraft, using Hannants Xtracolor X121 Gloss Sea Blue overall and X152 True Blue for the nose marking and touching up. Disappointingly, the decal True Blue and the Hannants paint shades didn't match up, but apart from that the FM decal sheet is nicely printed and in perfect register. It supplies national markings and stencils for one aircraft, as well as the individual squadron markings. The decals adhered very well to the painted surfaces with the help a dab of Micro Sol. Once dry the whole airframe was given a coat of gloss varnish, with the natural aluminium leading-edges and cockpit hood framing being added last.



The multi-part ventral airbrakes look fine... until you try to fit them in the closed position, so Tony installed them extended

Conclusion

I have to say that, after all the work put into this build, the final result is a very nice looking Cougar, happily purring on the mantelpiece. The real work is in the preparation of the plastic parts, but once this has been done the kit fits together well. My real criticism is reserved for the assembly instructions which really let down an otherwise fine package. Never before have I come across such vagueness and poor images. Even a simple parts layout diagram would have been some help in identifying the smaller items. So, this is not for the beginner, but if you can build an old MPM kit then you'll be in your element here, ending up with a quality Cougar. What's more, at around £35 it's a lot cheaper than any of the resin alternatives.

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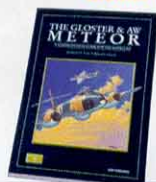
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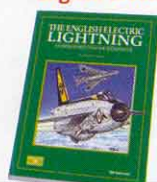


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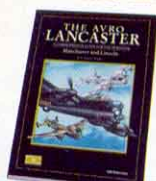


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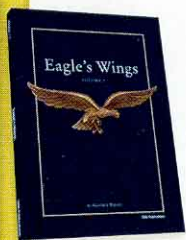
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Scaling Down

Part Three: Gary Hatcher concludes his survey of military aircraft models in 1/144 scale

There are many different aspects of modelling, and everyone has their own approach. To some, the design and engineering of an aircraft is a matter of intense interest, and there are those modellers who will gladly recreate in miniature the bowels of an aircraft before closing the fuselage halves and losing them forever. These are the people for whom learned modelling manuals include bizarre diagrams of the insides of laser rangefinder pods, and the locking catch for the main undercarriage of an Avro Manchester. It is entirely possible that these modellers will not find 1/144 to their taste, however fine the kits, as the opportunities for delving into the unfathomable are limited.

Others there are, to whom all the bits and pieces that make an aircraft fly are just so many words. To many of these the camouflage and markings are of far more importance, and the aircraft itself simply a canvas upon which to paint and attach decals. To these modellers in particular the upward trend in quality 1/144 product is a welcome opportunity to build multiples of aircraft in different markings. Thanks to Hannants and Revell between them we can now line up nearly 40 different Hawker Hunters in this scale, and if you look hard enough, and don't mind buying a few vintage kits just for the decal sheets, nearly two-dozen Tomcats

Monochrome



can be added. Both of these are superb kits as well.

Dragon's newly tooled Super Hornet is the latest machine to take-off in 1/144. Already the kit is available in three different guises (two *Pukin' Dogs* and a *Jolly Roger*). All it needs is for the trend to catch on a little more and it could snowball. Before we know it there will be injection-moulded Blackburn Skuas and Rocs in the scale, along with Koolhoven 58s and Heaven knows what else.

For this writer, personally, the

sudden increase and improvement in available kits and accessories in 1/144 has been the most exciting development in the industry since he returned to the hobby. There's nothing extreme about it. It's not abnormally small — railway modellers call it N-Gauge, and some of the finest models on the market are made for them in this scale by the likes of Fleischmann, Bachman and Graham Farish.

So bear it in mind. It's becoming easier to model in 1/144, and as the pace of modern life leaves us with less

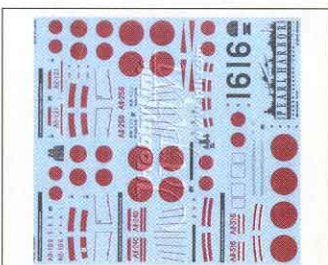
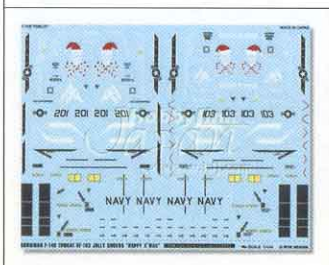
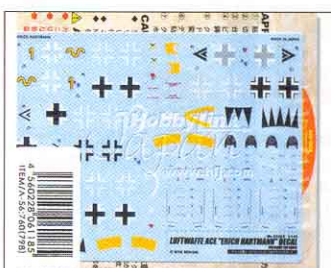
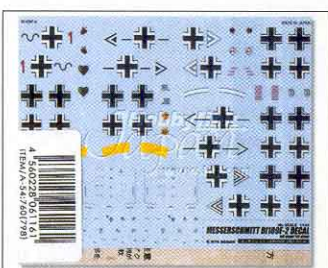
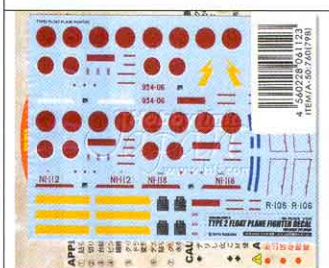
space and less time (no surprise that so much quality product originates in Japan!) it has to be the logical solution to the old problem of where to store the kit collection. Even unbuilt they take up so much less room!

Modelart

Modelart are well known for their 1/72 decal sheets specialising in French Air Force and British Fleet Air Arm subjects. Not so widely known is their sheet 144-001, which was released in 1990, and although long-since deleted from the catalogue can still be found if you look hard enough. This sheet was designed for the Welsh Models Hawker Hunter, and featured options for the following:

- FRADU G.11, T.7, T.8C and T.8M in overall gloss Dark Sea Grey.
- RN 764 Sqn G.11 in gloss Extra Dark Sea Grey/white with white spine.
- T.8 of Flag Officer Flying Training, Yeovilton in gloss Roundel Blue/white.
- Mk 51 of Esk 724 Royal Danish Air Force in gloss Dark Sea Grey/Dark Green/silver.
- F.6 Royal Jordanian Air Force in Dark Sea Grey/Dark Green/silver with red rudder, fin, and tailplane.
- Mk 58 of Swiss display team *Patrouille Suisse* in matt Dark Sea Grey/Dark Green/silver.
- Mk 58 s/n J-4007 in Bright Blue/silver with yellow fuselage flash.
- Also included is a selection of RAF red/blue tactical roundels in sizes from 84" to 18" o/d and fin flashes from 12" to 36" width.

MYK





With the recent Xtradecal release, this item has lost some of its uniqueness, but the Fleet Air Arm options have to be worth a flutter on eBay! *Encore, Monsieur, encore!*

Monochrome

Monochrome is a Japanese company that seems to specialise in reboxing Trumpeter kits. They also do a very nice resin Lockheed Neptune that comes in a couple of guises.

Not widely available in the UK, their kits are imported by Freightdog Productions. Releases in 1/144 have so far been limited, but there are a couple of double kits of the F-86, and of particular note is the Aichi D3A1 Val, again a double kit, which is listed at £7.00.

Kits can be ordered via Freightdog at www.freightdogproductions.com

MYK

Another Japanese company, and one presumably aiming its product at the domestic *Gashapon* market, is MYK Decal Design. They seem to have an exhaustive selection on offer, largely of wartime Japanese aircraft, and a great many applicable to types unavailable in regular injection moulded kits.

Of course there are plenty that can be of use. The Zeroes, for instance, of which there are many. The Fw 190s and Me 109s, and if Platz and Sweet continue to kit new subjects then more and more will become relevant.

MYK also do a wide range of decals and etched detail sets for armour in 1/144. Their website makes very interesting reading, although it can be a little confusing. Check out www.myk-design.com

design.com/tank Don't omit the 'tank' at the end, or you will find yourself getting nowhere.

For immediate purchases, the Hobbylink Japan website is recommended, and much easier to navigate, as they carry a number of the sheets, as well as many of the kits themselves.

Otaki

Otaki are another of those names from the distant past in whose factories a vast number of mouldings seem to have had their origins. As we are not interested in kit collecting or archaeology here, we need not pursue the matter too fervently, but they do

seem to have pioneered a lot of material in 1/144 — notably the C-5 Galaxy subsequently boxed by Revell, two of which I now have in my clutches thanks to the assistance of noble-spirited readers. Thanks chaps. Anyone out there got an LS P-3 Orion they don't want?

Owl

This is a name that will be familiar to Luftwaffe modellers. Owl specialise in decals and accessories for German night fighters, and to this end have produced a sheet in 1/144 — OWLD44001 JG 300 *Wilde Sau*. This features both the Fw 190A-5 and 'A-6 and the Bf 109G-6. Stocks of this are limited, as it has been a hot seller, and no doubt the arrival of Eduard's Me 262s will stimulate interest further. Hopefully the success of this first sheet will encourage Owl to release more in the scale.

OzMods

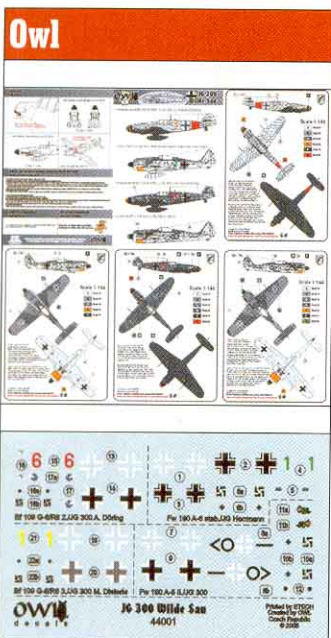
As mainstream kit producers release more and more new, highly buildable kits, what 1/144 really needs is a corresponding upturn in the after-market industry. As more and more decals and accessories appear, so will our choices broaden, and the whole idea of building in 1/144 will become more attractive. This, in its turn, will stimulate the industry and generate more momentum. Oh, if only!

In the meantime, one of the best and most important manufacturers of resin accessories in 1/144 is Australian company OzMods' expanding range of weapons so far encompasses Soviet and US equipment. They also stock a number of conversion parts,

mainly for the RAAF, and some excellent pilot figures. Pieces are nicely cast and very reasonably priced, but so far can only be obtained direct from the makers, as there is no UK importer.

OzMods' complete range of resin items and limited-run injected kits can be found on their website at <http://www.users.bigpond.net.au/ozmodsscales/main.html>

So far, kit releases have been unique. Canberras have put in an appearance, as has a Grumman Panther and a MiG-15. For UK



Panda



modellers the promise of a BAe Hawk has to be the most exciting news, and this, we are assured, will initially be kitted as an RAF T.1. Kits are moulded in hard plastic and provided with vacform canopies and nicely printed decals. Some include resin parts.

OzMods is a name of which we hope to see a lot more. Certainly any modeller enjoying the current series of Eastern Bloc contraptions from Attack will welcome a nice assortment of quality armament to hang under their wings.

Panda

So far Panda have confined their activities in 1/144 to a trio of B-1B Lancers, although this modest output should not in anyway be disregarded as the Lancer is one of the most handsome machines ever, and consequently the prospect of a trio of

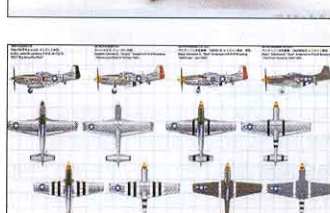
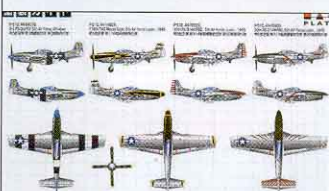
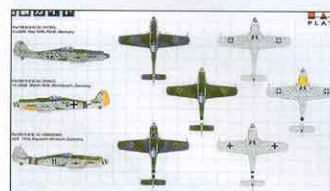
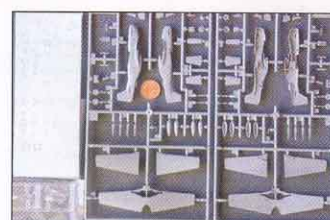
the things small enough to fit into a model cabinet designed to fit nothing larger (in 1/72) than a Buccaneer is immensely appealing — especially as they are priced at around £7.99 each. Kits are injection-moulded, with injected canopies.

Platz

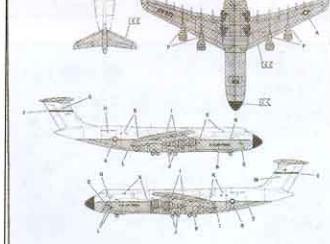
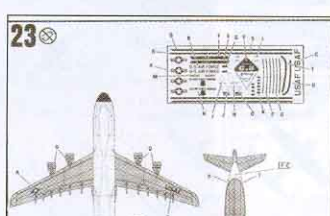
Having seen this company's output eulogised in the news pages recently, it will come as no surprise to readers to learn that their products have not become any less illustrious in the ensuing weeks. Those kits that we have so far seen have been superb.

Most seem to come in double boxings, and give the impression of being tooled by the same genius who does the Sweet models. Detail is refined and excellent, and the decal sheets feature up to six options in most boxes

Platz



Revell



— an idea that mainstream producers should take note of, given the current scarcity of aftermarket decals.

Some of their kits seem to be repackagings of F-toys pre-painted models in kit form. These may lack the finesse of the 'real' kits, although images online do look pretty good.

Finding accurate data and product listings of Platz's output is frustrating in the extreme. A visit to the Japanese company's website shows little or none of the currently appearing masterpieces — the F-8, the *George*, *Doras* and the Mustang. There are some etched sets for airliners, but nothing like the list of good things promised on Hobbylink Japan's site, where everything seems to be selling out rapidly, and customers are advised to backorder fast if they want to get their hands on a Crusader.

Hopefully some clarification will follow this article. In the meantime those kits currently available cannot be praised highly enough, and as they pop up on eBay often enough readers are recommended to stockpile them as fast as they can.

Revell

Our 1/144 Renaissance owes a huge debt to Revell, who in the last few years have made sweeping improvements to their catalogue, thrown out many of the out of date toolings, and released some of the best kits yet to appear in this scale.

Sram



If Platz and Sweet are between them equipping us with all the hardware from WWII, Revell are the ones to look to for fast jets. Their Tomcat, Tornado, Hunter, Starfighter (so far only in two-seat form) and F-5 are better kits in 1/144 than many of their contemporaries in 1/72 or even 1/48, and with all the resources and facilities of one of the major players in the industry, we can only look forward to more.

Kits are, of course, injection-moulded with injected canopies, and the new toolings have been coming out with excellent levels of cockpit and wheel well detail. Decal sheets are now state of the art and feature full stencilling — all this, in many cases for around

£2.99. It's a steal.

There are still a few of the older kits on the shelves, but don't let the accidental purchase of these dissuade you. Start with the Hunter or the Tomcat and these should open your eyes to the potential of modelling in 1/144.

Sram

Sram's vast range of resin biplanes needs to be seen to be believed. There are types kitted here that one would be hard put to find in 1/72, never mind 1/144. Their catalogue makes very interesting reading, and their R.E.8 is high on my hit list.

One can only imagine the intricacy of a multi-bay biplane in this scale. Still,

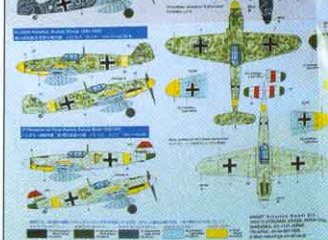
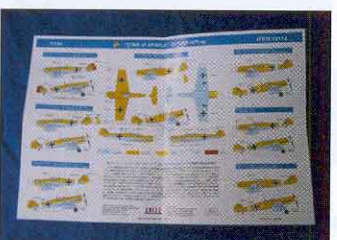
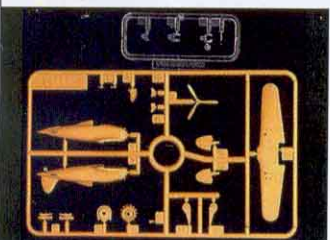
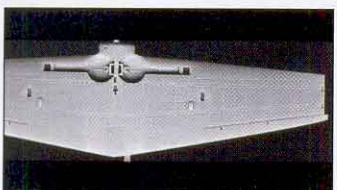
as we have claimed in a previous instalment, size is not nearly such a problem as many modellers believe, and if you can rig a Camel in 1/72, you can probably do so in 1/144 — it's just a question of confidence.

It is, of course, ironic that so many weird and wonderful varieties of aircraft are available, when we are still crying out for a nice newly tooled F-15 or Harrier.

Sweet

All the superlatives previously lavished on Platz are applicable to Sweet. When their tiny Hurricanes and Macchis were first released, a lot of people sat up and took notice, and it was only a lack of reciprocation from the rest of the

Sweet



industry that has held progress back until now.

So far, the Hurricane, the Zero and the Wildcat have been the main beneficiaries of Sweet's output, and with the variants kitted, and six decal options with each, the Hurricane fan can certainly have a time of it! Platz and Sweet between them seem to be concentrating on the Mustang at the moment, although Sweet's Bf 109F is a nice looking package — even the cuddly Nazi kittens on the astonishing box art!

Trumpeter

Better known for bigger things, there are a number of Trumpeter kits now available — most of them large Soviet aircraft, although the neat little F-86 is a kit worth having.

Kits are injection moulded with injected canopies and engraved detail, and are imported into the UK by Pocketbond.

Welsh

Another legendary name on the UK modelling scene, Welsh Models' 1/144 vacforms have for years been the only real hope of the dedicated modeller in this scale. They are, of course, known first and foremost for their airliners, and these constitute a catalogue of Homeric proportions. Less well known are the military transports, and the handful of

Trumpeter



post-war British aircraft such as the Gannet (yes, the Gannet!), Scimitar, Buccaneer and BAe Hawk. Welsh Models' website is worth a look, as it will probably yield up some surprises. www.welshmodels.co.uk

Zvezda

Finally Zvezda. So far only the Tu-160 Blackjack has appeared in 1/144, but the announcement at Nuremberg of a Tu-154 will no doubt send us all running for reference material on the 'Open Skies' photo-recce machine operated by the Luftwaffe. Pictures of the camera gear to the Deputy Editor please.

So there we have it. Hopefully, the three parts of this A-Z will have gone some way towards dispelling the myths that have been putting off modellers for years. Of course, if you buy an ancient tooling and glue it together straight from the box, it will look a nightmare — but the same is true for any scale, and it is to be hoped that the above will have gone some way to helping readers make an informed choice about which products to look for.

Don't imagine it will be easy. Modelling isn't easy, and any kit in any scale will need care and attention to achieve a good result — the point of this exercise has been to suggest that modelling in 1/144 is no harder than modelling in any other size.

Take a look at a good N-Gauge railway layout. Modellers using the same techniques as we employ — modellers with eyesight as fallible as our own — produce *meisterworks* of a size and complexity that almost beggars belief. We have the potential to do precisely the same in 2 mm — all we need are the tools and we can finish the job.

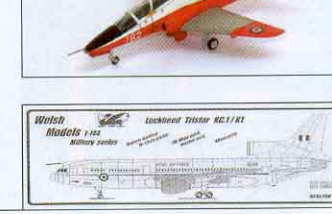
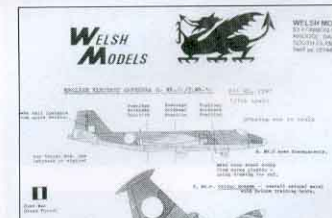
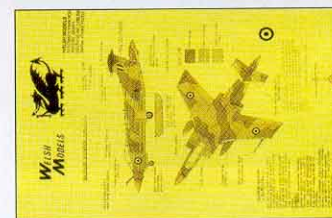
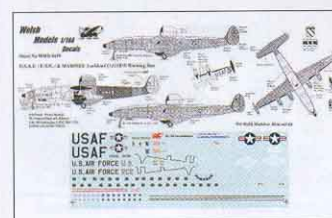
The tools are now being given to us — kits of a rare quality, such as once we would not have imagined. As for those gaps in our collections, if we simply get on and build those kits ready to hand, the gaps will fill up in due course, and if they don't well — we'd probably never have got around to building half of them anyway!

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C-47/R4D Skytrain Units of the Pacific & CBI Combat Aircraft No 66

BOOK OF THE MONTH

Pity the poor transport aircraft. So often the *sine qua non* of any conflict, yet rarely exposed to the limelight enjoyed by its more aggressive counterparts.

So congratulations to Osprey and author David Isby for this, the second in the Combat Aircraft series devoted to the venerable *Gooney Bird*.

After a brief introduction to the C-47's development and pre-Pearl

TECHNICAL DATA

by David Isby, illustrations by Chris Davey

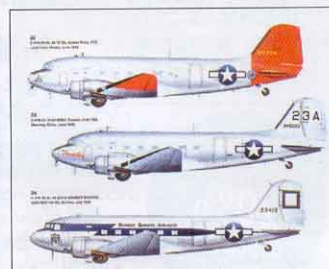
Publisher: Osprey Publishing Price: £12.99

ISBN: 978-1-84603-046-8

Format: 248x184mm, 96pp, Softback

Illustrations: b/w photos and colour artwork

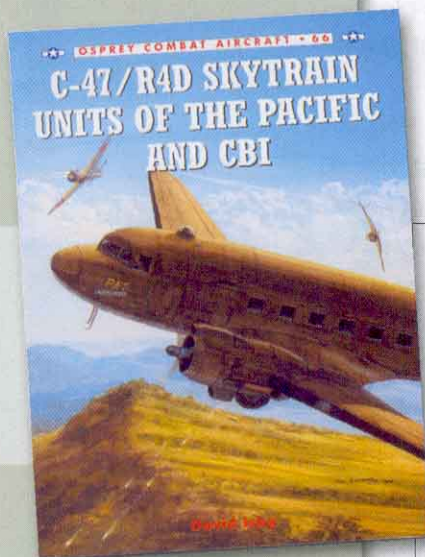
Harbor service, this volume looks at its service in New Guinea, the Pacific and China-Burma-India (CBI) theatres through to VJ-Day. The *Gooney* played a vital role



in all. Superb profile artwork includes some surprisingly colourful examples, including a civilian DC-3 of Hawaiian Airlines that was at Honolulu on 7 December 1941, a yellow-and-black-striped C-47 Air Transport Command rescue aircraft based in India in 1945, and a C-47C amphibian, appropriately named *The Duck*, of the 11th Air Force stationed in Alaska at war's end. Appendices detail all C-47/R4D units operating in theatre from 1941-46, and there are 1/96th scale plans and an extensive Bibliography. A fine tribute, and essential reading for an 'Dak' fan.

MJ

SAMI



The Red Arrows Story & The Vulcan Story

TECHNICAL DATA

by Peter R March

Prices: £7.99 and £8.99 respectively

Publisher: Sutton Publishing

ISBNs: 0-7509-4446-3 and 0-7509-4399-8

Format: Hardback, 188x130mm, 114 pp and 120 pp

Illustrations: Mostly colour, some b/w photographs

These latest little books in Sutton's 'quick look' *Story* series are most timely, with Vulcan XH558 looking set fair to fly again this year, while potential budget savings for the cash-strapped services have yet again thrown up the possibility of the government grounding the *Red Arrows*.

Both books follow the same format: lots of high-quality pictures, just enough text to whet the appetite without telling casual readers more than they want or need to know, and

fascinating little 'Did You Know?' asides. I didn't know, for example, that the shade of red used on the Hawks is not that with which their Gnat forerunners were painted (Signal Red and Post Office Red respectively, since you ask). And should the question ever arise in a pub quiz, you might like to note that early

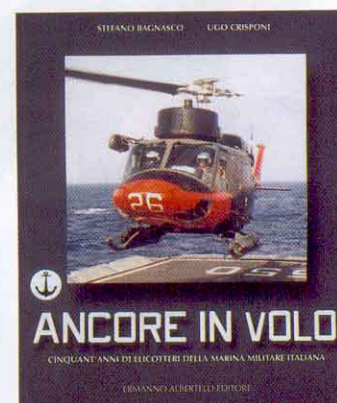
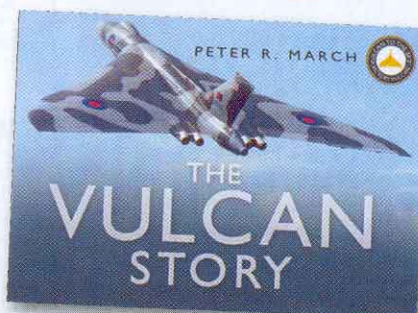
production Vulcans cost £750,000, for which you got 167,063 separate parts (not including engines), 410,300 rivets, nuts, bolts and washers, two miles of tubing and 14 miles of electrical wiring.

Among the photographs, a highlight for me was seeing again John Rigby's memorable shot of the late, great, Ray Hanna in crop-duster mode in his Gnat, laying a smoke trail across RAF Kemble's grass from what must surely have been below head height. Whilst on photo shoots with him I've been the target of Ray's low passes on several occasions when he was flying Spitfire MH434, and can only admire Rigby's fortitude. I'd have been flat on the ground, camera abandoned.

And whilst I eagerly await XH558's return to the sky, am I alone in thinking that Vulcans never looked better than when they had straight wing leading-edges and were painted white overall?

MJ

SAMI



Ancore In Volo

TECHNICAL DATA

by Stefano Bagnasco and Ugo Crisponi

ISBN: 8-8873-7258-6

Format: Softback, 183 pp

For more information visit www.tuttostoria.it

This is a tricky one to review, on account of my speaking no Italian whatsoever. A little Latin, maybe, but barely enough to decline *puella* incorrectly, and certainly not enough to debate the merits of naval helicopters.

Fortunately the illustrations speak for themselves, and there are a lot of them. More a history than a modeller's book, nevertheless this is a superb source of reference shots for those whose peculiar taste may be rotary-winged aircraft of the Italian Navy. Profiles, plans, and lots of colour photographs will be of use to any reader. I have no doubt that the text, to an Italian speaker, is every bit as admirable. It is a beautiful book, of that there is no doubt.

GH

SAMI

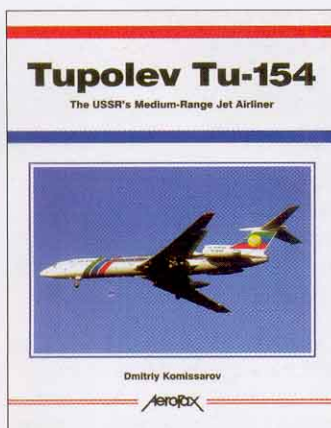
Aerofax: Tupolev Tu-154

TECHNICAL DATA

by Dmitry Komissarov Price: £19.99
 Publisher: Midland Counties
 ISBN: 9-7818-5780-241-2
 Format: Softback, 280 mm x 215 mm, 192 pp

Once again, the perfect aircraft reference book — 192 pages packed with data, history, service details and some 350 photographs, rounded off with production lists and line drawings of different variants. I can't find any wasted space in this book at all — no unnecessary diagrams of heating systems or hydraulic lines, no giant fold-out scale plans to become quickly bent and damaged, and no inconvenient landscape format that won't quite fit onto your bookshelf unless you stand it on its end.

If you like aviation reference books, they don't come much better than this.



If you like Tu-154s — and who isn't excited about the forthcoming Zvezda kit? — then this book will absolutely be required reading.

GH

SAMI

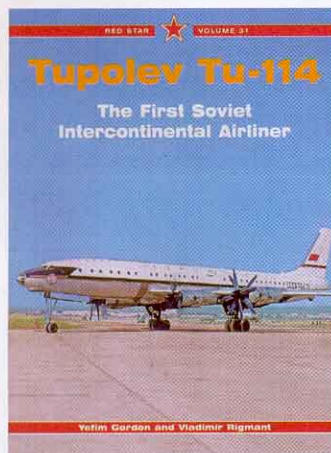
Tupolev Tu-114

TECHNICAL DATA

by Yefim Gordon and Vladimir Rigmant Price: £19.99
 Publisher: Midland Counties
 ISBN: 1-8578-0246-2
 Format: Softback, 280 mm x 215 mm, 128 pp

An airliner based upon the more familiar Tu-95 Bear design, the Tu-114 was an innovative aircraft, and ahead of its time in many ways. Yefim Gordon's usual attention to detail and access to fascinating archive material makes this book both important as a historical work and useful as a source of reference.

The volume covers the entire story of the aircraft, from development and through its operational history, and tells the story of a record-breaking aircraft that still holds the title of fastest civilian turboprop 50 years after the event. Designed in the early 50s, and only withdrawn from passenger service in 1975, in modified form the aircraft went on to see service as an AWACS platform



as the Tu-126 Moss with the Soviet Navy. This latest volume in what has evolved into a fascinating series is a welcome addition to the Soviet aviation canon.

GH

SAMI

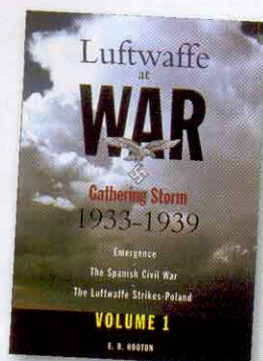
Luftwaffe at War Volume 1

Gathering Storm 1933-1939

TECHNICAL DATA

by E R Hooton Price: £16.99
 Publisher: Classic Publications
 ISBN: 9-7819-0322371-0
 Format: Softback, 303 mm x 226 mm, 96 pp

This comes from the same Ian Allan imprint that brought you the Jagdwaffe series that I am kicking myself for having handed out to reviewers. This present volume is an immensely readable and informative account of the Luftwaffe's early years, and while it certainly has plenty to tell, the presentation seems aimed at the novice or the dabbler in the subject, rather than *experten*.



This being said, it's an attractive general approach to the subject, and I certainly intend collecting the set.

GH

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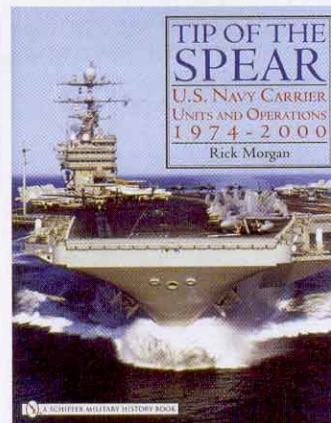


U.S. Navy Carrier Units & Ops 1974-2000

TECHNICAL DATA

by Rick Morgan Price: £39.95
 Publisher: Schiffer
 ISBN: 0764325854
 Format: Hardback, 240 pages
 www.schiffer.com

This book presents a detailed review of U.S. carriers and squadrons between the end of the Vietnam war and the start of the new millennium. Over 200 separate at sea periods are covered in this excellent book. Each chapter contains impressive data that details every major carrier deployment covered. Each ship, wing and squadron that operated during the period is included as well as short narrative commentary that provides a wealth of background information. Combat and near combat operations are covered as well with specific emphasis placed on the units involved and victories/losses in each



engagement. Squadron lineages as well as background information on each of the Navy's carrier aviation communities is included, and this is an absolute must for any Carrier Aviation enthusiast.

AE

SAMI

Finnish Air Force 1928-40

TECHNICAL DATA

by Kalevi Keskinen, Kyösti Partonen and Kari Stenman Price: Euro 49.00
 Publisher: Kari Stenman Publishing
 ISBN: 952-99743-0-2
 Format: Hardback 297x210 mm, 208 pp
 Illustrations: b/w photographs
 Kari Stenman Publishing, Maininkitie 14A, 02320 Espoo, Finland email: kari.stenman@kolumbus.fi
 www.kolumbus.fi/kari.stenman

This second volume on Finnish Air Force history focuses on a day-by-day account of the 105-day-long Winter War against the Soviet Union. And focus is singularly appropriate, for the reproduction of 300-odd black-and-white photographs is quite superb, about as good as you can get on the printed page. The photos are sensibly sized, so no detail is lost. Text is bilingual Finnish/English (and excellent English at that) split left/right columns on each page, and the extensive captions are also in both languages.

Aircraft types featured are manifold, from Bristol Bulldogs, Gloster Gamecocks and Gladiators, Blackburn Ripons and indigenous types such as the Tuisku TU-150 and Valmet Viima through Fokker D.XXIs, Ansons, Blenheims, Hurricanes, Morane-Saulnier M.S.305s and Brewster



Buffaloes to captured Polikarpov I-15s and I-16s and Tupolev and Ilyushin bombers. For modellers the 'Camouflage and Markings' section will be of interest. All told this is a splendid production, and a handsome volume to behold even if the subject matter is not of burning fascination.

The book is available direct from the publisher, or in the UK can be obtained from stockists The Aviation Bookshop, Midland Counties Publications and Motorbooks.

MJ

SAMI

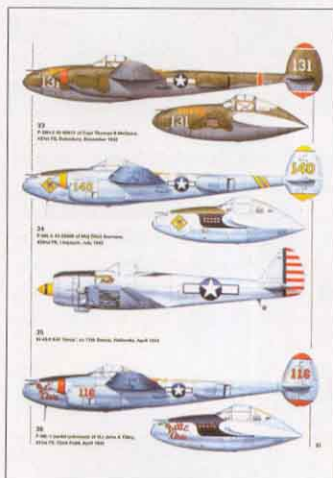
475th Fighter Group

TECHNICAL DATA

by John Stanaway Price: £13.99
 Publisher: Osprey
 ISBN: 1-8460-3043-9
 Format: Softback, 284 mm x 184 mm 128 pp

Following the now tried and tested Osprey format, this latest addition to the Aviation Elite Units series tells the story of the unique 'supergroup' of hand-picked fighter pilots that comprised the 475th Fighter Group in the Pacific. Formed in 1943 and active until the war's end, the group's P-38s amassed some 550 confirmed kills before the cessation of hostilities.

Osprey's book provides the full story, and includes previously unpublished material. Appendices include lists of both aerial victories and combat losses, and Chris Davey's excellent colour profiles depict a



number of familiar faces including *Pudgy/Pudgy V*, *Putt Putt Maru* and the evocatively named *Glop*.

To Osprey's usual standard, and consequently recommended.

GH

SAMI

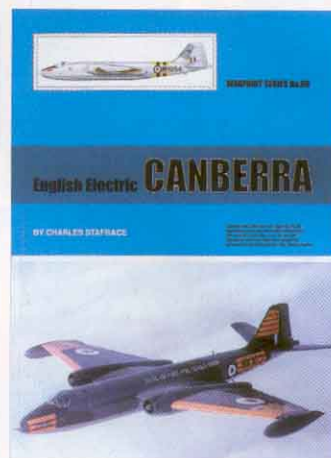
English Electric Canberra

TECHNICAL DATA

by Charles Stafrace Price: £15.50
 Publisher: Warpaint
 Format: Softback, 80 pp

Everybody knows what a Warpaint looks like! This is Number 60, and my only regret is that I didn't start collecting them years ago, as some are now unobtainable. With all the kits flying about at the moment, some good works on the Canberra are going to come in handy, and with this and the two Model Alliance volumes to work from, modellers need look no further. This book has everything.

Starting with a complete history, and running through all variants, the book goes on to cover all foreign users and winds up with details of the aircraft's service in research and development, combat service in conflicts ranging from Suez to the Falklands. My only gripe with the book is the fold-out section of 1/48 scale plans at the back, which became dog-eared as soon as I looked at them,



but as I am one of those naïve modellers who assume a kit is at least going to be the right shape, then I probably won't have to wrestle with them too often.

An excellent addition to the series, and long may it continue.

GH

SAMI

Douglas B-18 Bolo

The Ultimate Look: from Drawing Board to U-Boat Hunter

TECHNICAL DATA

by William Wolf Price: £49.95
 Publisher: Schiffer ISBN: 0764325816
 Format: Hardback, 216 pages

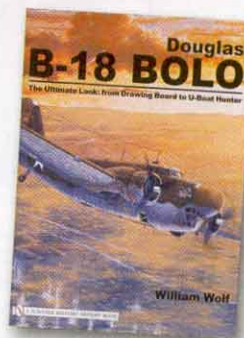
William Wolf brings his meticulous research to describe the little known Douglas B-18 Bolo, which was America's most numerous front line bomber at the time of Pearl Harbour. Over the years the story of the airliner turned bomber has languished in obscurity and the few articles on

the subject in popular aviation magazines have emphasised its faults and maligned it as a budget bomber that had few virtues. This comprehensive book however is the first full view on the subject and gives you

the definitive description and appraisal of this neglected bombers development, testing, manufacture, and combat experience.

AE

SAMI



Dinghy Drop

TECHNICAL DATA

Author: Tom Docherty Price: £19.99
 Publisher: Pen and Sword
 ISBN: 964322816
 Format: Hardback

In September 1941 approval was given for the formation of two long-range Air-Sea Rescue squadrons. Therefore No 279 Squadron was formed at Bircham Newton in Norfolk. In the period leading up to the formation of the squadron there had been much work done in relation to air-dropped survival equipment such as the Lindholme Dinghy Dropping Gear, the Bircham Barrel and the Thornaby Bag. These contained such

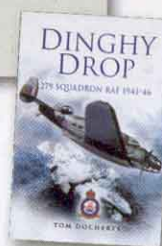
items as water, food, first-aid kits and distress signals. 279 were the first squadron to employ the airborne lifeboat,

which was carried beneath the bellies of the portly Hudson.

In January 1942 a practical boat, fitted with oars, sails and engines, was put into production with the intention of slinging it under the bomb bay of the Hudson and dropping it by parachute. In October 1944 the Squadron, re-equipped with Warwick Mk I aircraft, moved to Thornaby in the NE of England. By now its ASR net was cast wide and there were detachments at Tain, Fraserburgh, Wick and Banff (all in northern Scotland) and Reykjavik.

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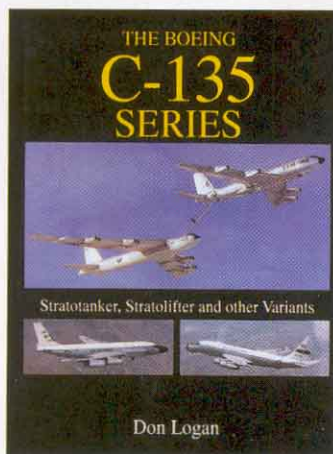


The Boeing C-135 Series Stratotanker, Stratolifter and other Variants

TECHNICAL DATA

by Don Logan Price: £39.95
 Publisher: Schiffer
 ISBN: 0-7643-0286-8
 Format: Hardback, 288 x 228 mm, 256 pp

They don't come much better than this! With new kits in the pipeline, interest in some of the larger Boeings is going to pick up, and this book will come into its own. Beautifully illustrated with literally hundreds of selected colour images, the book is a fine tribute to the longevity of the design and covers all aspects of the history, development and operational life of a design that is still in widespread use today. Chapters include all variants of the venerable type, including transports, tankers, reconnaissance aircraft and special purpose machines, with appendices covering aircraft losses, production and serial numbers, and those machines that have gone on to see further service as ground trainers, museum pieces or



subjects of destructive testing.

This is an important volume that deserves to find its way onto the bookshelves of any modeller with a serious interest in US military aircraft.

Barry Brine

SAMI



WIN

Fleet Fighter

α 1/48 **Fairey Fulmar**

or α 1/32 Hi-Tech **MS.406C.1**

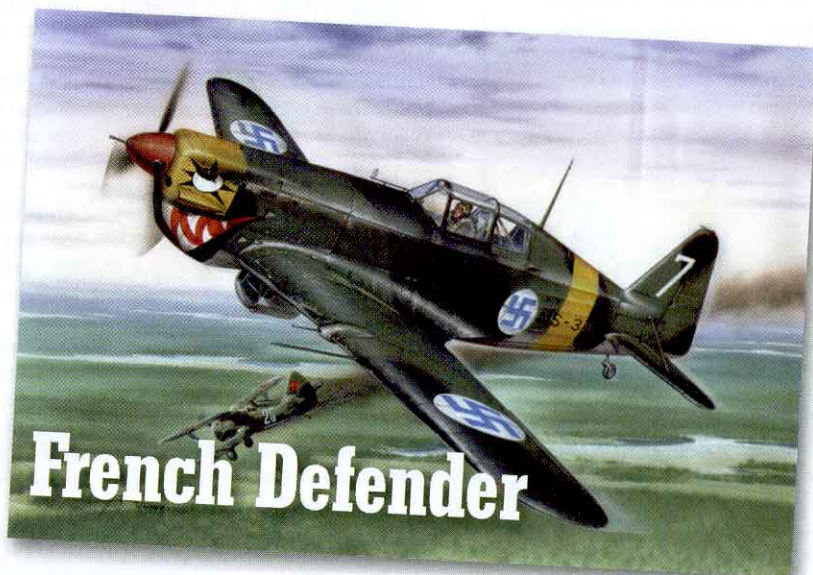
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French Defender

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Romsey Modellers meet from 8:00

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Revell 1/32 scale Hawker Hunter

FGA.9 discontinued kit 04703 parts 32 and 33 tailpipe sections. John [01527 877843](tel:01527 877843) 54 Alcester Road, Finstall, Worcs B60 1EW

Can you donate unwanted model kits

1/48 and 1/24 scale aircraft, Modeldecals, for special needs modeller? Also looking for anyone with interest in Battle of Britain Polish Squadrons, or who could help share costs of setting up a model museum. Ian [0174 832163](tel:0174 832163) 174 Rowntree Avenue, York

1/72 scale vacform kit of NA T-39

Sabreliner [07811 427053](tel:07811 427053)

Canopy for 1/48 scale Revell F-84G

and Tamiya Wildcat (or parts thereof), plus instructions for Revell 1/72 Sea King Mk 41. P Robinson [01964 670492](tel:01964 670492) 2 North End Cott, Hilston Road, Toos, Hull HU12 0JA

Warpaint No 7 Junkers Ju 88

Ken White [01461 40586](tel:01461 40586) 4 Clarkston, Easttriggs, Annan, Dumfriesshire DG12 6TH

Photos or photocopies of Boeing

RB-50B, RB-50E, RB-50F and RB-50G Superfortresses, also RB-50s of 1365th Photographic Sqn, APCS, of the 1370th Photo-Mapping Group, USAF [07811 427053](tel:07811 427053)

Kits of MiG-15, 1/48 or 1/32,

most air forces, or markings for them, and Lightning F.1 1/72 or 1/48 scales and decals for RAF, Kuwaiti, Saudi Lightnings and Lightning squadron patches for Lightning Society Museum. Ian [0174 832163](tel:0174 832163) 174 Rowntree Avenue, York [07877 665842](tel:07877 665842)

HELP

Could someone please send me

photocopies of the instructions and paint/decal guide for the Revell-ESCI A-4M/N Skyhawk. Stephen Nolan [01473 832163](tel:01473 832163) 70 Hillbrook Estate, Tullow, Co Carlow, Ireland stephenmolan@oceanfree.net

Looking for anyone who can help

me set up model aircraft museum. Ian Campbell [0174 832163](tel:0174 832163) 174 Rowntree Avenue, York [07727 048643](tel:07727 048643)

I am looking for information on the

Hamilcar glider, in particular scale drawings of both the interior and exterior and any pictures of the cockpit and landing gear. I can be contacted at [01905 779511](tel:01905 779511) agadd3@aol.com

PEN PALS

My interests are early aviation

through to the golden age of the 30s but mostly 1914-18 era. If your interests are similar then please write to me. Graham [022 832163](tel:022 832163) 22 Innisfayre Gardens, Belfast, BT15 4GJ

I collect everything about Japanese

military airplanes — kits, literature, plans, special projects. I would like to correspond with Japanese modeller. Josef Hyzik, Czech Republic HyzikJ@seznam.cz

SWAP

1/48 Fonderie Miniature Ventura

multi-media kit for Airfix Lightning or 1/32 scale Revell Hunter. 1/48 Pro-Modeler Focke-Wulf Fw 190G-2 for Eduard Fokker D.VII. P Robinson [01964 670492](tel:01964 670492) 2 North End Cott, Hilston Road, Toos, Hull HU12 0JA

Platz Model 1/144 scale Curtiss C-46

Buy or exchange for Lincoln/Kader F-27/DC-3/Viscount [02088 902074](tel:02088 902074) Dave

1/48 Junkers Ju 87B-2 Desert Stuka

for Hasegawa 1/48 P-51D Mustang Mk IV RAAF. B Porter [01964 670492](tel:01964 670492) 39 Crow Park Avenue, Sutton-on-Trent, Newark NG23 6QG

Like to Trade Military aircraft slides

with other aviation enthusiasts. I have Kodak slides of many US military aircraft from the 1970s to 1990s. D G Brown Q 2227 Pole Line Road, Decorah, Iowa 52101, USA

EVENTS

APRIL 2007

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.



April-November Unforgotten Falklands

Exhibition to mark the 25th Anniversary of the Falklands War. FAA Museum, RNAS Yeovilton, Somerset ☎ 01935 842638
✉ marketing@fleetairarm.com



Nationals

AUGUST

Wed 22nd – Saturday 25th
IPMS USA National Convention
Anaheim, California. www.ipmsusa.org

NOVEMBER

Saturday 10th – Sunday 11th
IPMS UK Scale Model World
Telford international Centre

This service is offered free to all our readers. Send adverts to:

Events
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Bedford, MK42 9BJ, UK

Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SAM Publications cannot be liable for any errors and/or omissions.

APRIL

April 1st

Heritage Model Show

Doncaster AeroVenture Air Museum, Dakota Way, Airborne Road, Doncaster Leisure Park. 10 am to 4 pm. Entry fee includes entry into the Museum. Martin or Dee ☎ 01302 761616 or 07990 764364

April 1st

Abingdon Model Show 2007

Larkmead School, Faringdon Road, Abingdon, Oxfordshire. 10 am to 4.30 pm. Contact Simon ☎ 079208 75480 or Alan ☎ 077666 91207

April 7th

Mosquitocon 2007

New Jersey IPMS Annual Model Contest and Hobby Vendor Flea Market, Wayne Police Athletic Hall, PAL Drive, Special Theme: 'Made in New Jersey'. Show Contact: Dave Schwartz ☎ 973-628-1377
✉ racer3@optonline.net Vendor Contact: Ron Dobrzelecki ☎ 973-340-3650
✉ rdobrze@optonline.net For more info visit
✉ www.njipms.org

April 14th – 15th

MMK 11th Int Model Show & Comp

West-Hungarian University, Faculty of Agricultural and Food Sciences, H-9200 Mosonmagyaróvár, Vár 2, Hungary. 8 am to 1 pm. Contact András Egresi ☎ (+36) 96 566 655
✉ egresi@mtk.nyme.hu
✉ www.mmk-online.atw.hu

April 21st

Baton Rouge IPMS-USA Modelfest XXII

USS Kidd and Louisiana Naval War Museum, 205 South River Road, Baton Rouge, Louisiana, USA.
✉ www.brmodelers.com Contact: David Campbell
✉ helomodblidr@hotmail.com

April 22nd

Aviation Collectors and Model Show

K2 Centre, Pease Pottage Hill, Crawley, West Sussex. 10 am. ☎ 01403 252628

April 21st

Pool Vikings Model Club Annual Show

Parkstone Grammar School, Sopers Lane, Poole, Dorset. 10.30 am – 4.00 pm. Trade and club stands, class competitions, raffle, refreshments, free parking. Contact Andy Sweet ☎ 01202 743494
✉ poole.vikings@virgin.net

April 21st

Flying the Classic Fighters

Talk by warbird pilot Charlie Brown at Doncaster AeroVenture Air Museum, Dakota Way, Airborne Road, Doncaster Leisure Park. 7.30 pm to 10 pm. Advance tickets only, £7.50 including a 'pie & peas' supper. Martin or Dee ☎ 01302 761616 or 07990 764364

April 28th

Plymouth Premier Model Show

in the Main Guildhall from 10.00 – 4.30. 20+ clubs, traders, refreshments, raffle and model competitions. Details Dave Watson ☎ 01752 518287
✉ spotandjoe@blueyonder.co.uk

April 28th – 29th

Scottish National Scale Model Show

The Dewars Centre, Glover Street, Perth. Admission (one/two-day) Adults £4/£7, Concessions £2/£3.50, Family (2 + 2) £9/£15. Jim Gibb ☎ 01738 441365
✉ secretary@scotnats.org.uk

MAY

May 9th

51st Annual Charles Cain Memorial Test Pilots' Forum

London Society of Air-Britain event that allows the audience to enjoy an evening of questions and answers on a wide range of aviation topics with a panel of test pilots. The Victory Services Club, 63–79 Seymour Street, London W2 2HF. Starts 7.30 pm.
✉ James.Dale@tesco.net

May 12th

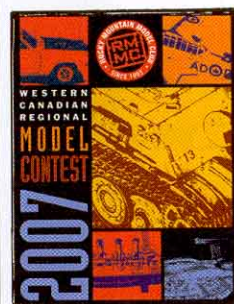
Southdowns Model Show 3

Lancing Parish Hall, Lancing, West Sussex
More room this year with clubs and traders in attendance. Early booking advisable to avoid disappointment! For information contact Paul Janicki ☎ 01403 782638 or Craig Wells ☎ 01273 279635

May 12th

Aviation Collectors and Model Show

Feltham Community Centre, Browells Lane, Feltham, Middlesex. 11 am. ☎ 01372 725063



Saturday May 12, 2007 Sandstone Valley Ecumenical Centre
1100 Berkshire Blvd NW, Calgary AB, Canada

Hundreds of model displays, each with a variety of categories, great prizes and special awards. Prizes awarded to winners in 1000 and 15000. Special prizes also given to the winners of the 'Most Creative' and 'Most Detailed' categories. Prizes also given to the winners of the 'Most Creative' and 'Most Detailed' categories. Prizes also given to the winners of the 'Most Creative' and 'Most Detailed' categories.

May 12th

W Canadian Region Model Contest

at the Sandstone Valley Ecumenical Centre, 1100 Berkshire Blvd. N.W. in Calgary
Contact Massimo Santarossa, Chairman, Rocky Mountain Model Club ☎ 403-818-2495
Club site ✉ www.rockymountainmodelclub.com

May 13th

IPMS Gloucester Model Show 07

Churchdown Community Centre, Parton Road, Churchdown, Glos GL3 2JH. 10am to 4.30pm. Club Displays, Trade Stands. Contact Alan Firbank ☎ 01452 610605 9am to 5pm daily or at weekends
✉ afirbank@aol.com or Jeff Brown ☎ 01285 659254 evenings after 7.30
✉ jeff.p-51d_@tiscali.co.uk

May 22nd

The Vulcan Bomber

Newark Air Museum evening lecture by Rowland White, author of 'Vulcan 607', on 'Black Buck' operations against the runway at Port Stanley during the 1982 Falklands War. The Palace Theatre, Newark, Nottinghamshire. Book at
✉ www.newarkairmuseum.co.uk

May 26th

Scalefest 2007 IPMS Region VI Conv.

Grapevine Convention Center, 1209 S Main Street, Grapevine, Texas 76057, USA. 9am to 5pm
✉ sean@glaspsell.net

May 26th – 27th

Scale ACT '07

The Canberra RSL Club, 15 Moore Street, Canberra City, Australian Capital Territory, Australia. Displays, competitions, local and interstate traders, swap 'n' sell, Dinner on Saturday. Mike Grieve
✉ (+61) 26291 1900 ✉ www.actsms.asn.au

JUNE

June 1st

2nd East Anglian Model Competition

Ransomes Sports & Social Club, Ipswich. Starts 7.30 pm. Stateside BBQ and bar available. Kev Baxter
✉ 01473 832163

June 2nd

IPMS Salisbury Annual Model Show and Competition

Wyvern College, Church Road, Laverstock, Salisbury SP1 1RE. 9.30am to 5pm. Over 45 Clubs, SIGs, Traders, Open Competition, Raffle, Refreshments. Free on-site parking. Contact Peter James ☎ 01980 862403
✉ Peter@toggie.freereserve.co.uk
✉ www.IPMS-Salisbury.org

June 3rd

The Northern Model Show 2007 20th Anniversary

Temple Park Leisure Centre (just off the John Reid Rd), South Shields. Organised by IPMS Tyneside
✉ Graham 07876 441701

June 9th – 11th

Model Expo 2007 and Australian Open Plastic & Modelling Championships

Entertainment Centre, Sandown Racecourse, Princes Highway, Springvale, Melbourne, Victoria, Australia. Model Expo, c/o IPMS Australia Inc, GPO Box 1187, Melbourne Vic 3001 Australia. Graeme Dodd
☎ (03) 9808 0341 or Ian Vale ☎ (03) 9873 4256
✉ IanVale@bigpond.com



June 16th – 17th

Cockpit Fest & Aeroheat

Newark Air Museum, Winthorpe, Nottinghamshire.
✉ www.newarkairmuseum.co.uk

June 22nd – 23rd

IPMS/USA Region 10 Contest and Vendor Show

Holiday Inn Hotel, 1600 S. Country Club Drive at US 60, Mesa, Arizona, USA. Contact Dick
✉ DickC24@aol.com ✉ www.ipms-phx.org

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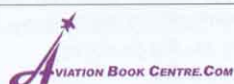
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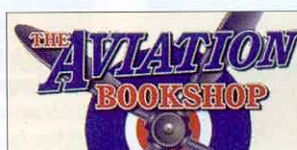
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Scale Aviation Modeller International is published monthly by SAM Publications and is distributed to the news trade on the second last Saturday of each month. Next edition on sale 28th APRIL 2007

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04387 Focke Wulf FW 200 C-5/C-8 Condor, 1:72

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